U.S. ARMY CORPS OF ENGINEERS
CIVIL WORKS PROGRAM

CONGRESSIONAL SUBMISSION
FISCAL YEAR 2002

PACIFIC OCEAN DIVISION

Budgetary information will not be released outside the Department of the Army until 3 APRIL 2001

DEPARTMENT OF THE ARMY
FISCAL YEAR 2002

PACIFIC OCEAN DIVISION

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DEPARTMENT OF THE ARMY
FISCAL YEAR 2002

SUMMARY PACIFIC OCEAN DIVISION

	FY 2001 Allocations $	FY 2002 Request $	Increase or Decrease $
General Investigations			
Survey	3,052,000	2,674,000	-378,000
Preconstruction Engineering and Design	354,000	826,000	+472,000
Subtotal General Investigations	3,406,000	3,500,000	+94,000
Construction, General			
Construction	9,998,000	8,200,000	-1,798,000
Operation and Maintenance, General			
Project Operation	2,645,891	2,627,000	-18,891
Project Maintenance	7,086,528	7,328,000	+241,472
Subtotal Operation and Maintenance	(9,732,419)	(9,955,000)	(+222,581)
GRAND TOTAL, PACIFIC OCEAN DIVISION	23,136,419	21,655,000	-1,481,419

Study	Total Estimated Federal Cost $	Allocation Prior to FY 2001 $	Allocation FY 2001 $	Tentative Allocation FY 2002 $	Additional to Complete After FY 2002 $

1. SURVEYS - NEW

1a. Navigation Studies: None

1b. Flood Damage Prevention Studies: None.

1c. Shoreline Protection Studies: None.

1d. Special Studies: None.

1e. Comprehensive Studies: None.

1f. Project Review Studies: None.

2. SURVEYS - CONTINUING

2a. Navigation Studies: The amount of $1,874,000 is requested in Fiscal Year 2002 for twenty two feasibility studies.

Alaska

Anchor Point Harbor,AK Alaska District	870,000	233,000	37,000	50,000	550,000

Anchor Point is a community of 1700 persons located 250 miles Southwest of Anchorage on the Kenai Peninsula. The economy is based on commercial fishing and tourism. Anchor Point is pursuing incorporation as a city. The State of Alaska may, however, be the local sponsor. This area is one of the most productive commercial and sport fishing locations on the Kenai Peninsula. Halibut and salmon are the target species. It is used extensively as a staging area during May and June. The existing unimproved launch sites at Anchor Point are crowded and dangerous. Commercial and sport fishermen launch their boats directly into the surf or in the Anchor River. This is unsafe and there are many cases of vehicles being swamped by the waves and tide. Many commercial and charter boats must launch at Homer, 15 miles to the southeast and then travel to Anchor Point to fish. Several lives have been lost because of the inability of rescue vessels to respond expeditiously to boats in distress. Benefits of a small boat harbor and launch facility are about $1 million annually and would accrue to the commercial fleet, the charter fleet, and to the recreational and subsistence fleets. There would also be Harbor of Refuge benefits. The commercial and charter fleets would benefit from reduced travel time to the fishing grounds. The charter and recreational/subsistence fleets would also benefit from reduced launching time,

Study	Total Estimated Federal Cost $	Allocation Prior to FY 2001 $	Allocation FY 2001 $	Tentative Allocation FY 2002 $	Additional to Complete After FY 2002 $

and reduced damages during launching. The citizens of Anchor Point and the State understand the cost sharing provisions of the Water Resources Development Act of 1986.

The community of Anchor Point strongly supports harbor development as indicated in their June 1998 letter where they stated a willingness to share equally in the feasibility phase cost that may follow the reconnaissance study. The reconnaissance report was completed on January 26, 1995 but the City of Anchor Point was not able to enter into an agreement because it was not incorporated. The Kenai Peninsula Borough would be the likely sponsor for that phase while Anchor Point is pursuing incorporation. The Alaska Department of Transportation and Public Facilities has budgeted funds for the local share of the feasibility study and will furnish them to the Borough.
Fiscal Year 2001 funds are being used to negotiate the feasibility study. Fiscal Year 2002 funds will be used to initiate the feasibility study. The preliminary estimated cost of the feasibility phase is $1,200,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests.

A summary of the study cost sharing is as follows:

Total Estimated Study Cost	$1,470,000
Reconnaissance Phase (Federal)	270,000
Feasibility Phase (Federal)	600,000
Feasibility Phase (Local)	600,000

The reconnaissance phase is scheduled to be completed in January 2002. Completion of the feasibility study is being determined.

Study	Total Estimated Federal Cost $	Allocation Prior to FY 2001 $	Allocation FY 2001 $	Tentative Allocation FY 2002 $	Additional to Complete After FY 2002 $
Anchorage Harbor Deepening,AK Alaska District	1,188,000	290,000	0	100,000	798,000

Anchorage Harbor is the primary deep water port for south-central Alaska, which contains two-thirds of the State’s population, and is the hub of economic activity for the state. A sharp increase in the number and size of petroleum tankers serving the military and commercial tank farm operators delivering their cargo to Anchorage has occurred in recent years since the Department of Defense pipeline from Whittier ceased operation. Fuel is also delivered through the port to supply needs resulting from a sharp increase in air cargo activity at the Anchorage International Airport. There is an increasing interest in the Port of Anchorage with its many nearby attractions as a cruise ship destination. Eleven cruise ships visited Anchorage in 1998. Anchorage, as Alaska’s largest metropolitan city, has certain inherent intrastate, interstate, national and international commerce responsibilities and activities. Nearly 80% of the goods for 90% of Alaska’s population cross the docks at the Port of Anchorage. The port of Anchorage is dredged annually to a depth of 35 feet below mean lower low water level by the Corps of Engineers. Significant delays have occurred when deeper draft vessels were unable to dock at the port because of limited available water depths. Some larger petroleum tankers arrive at high tide and quickly off load some of their cargo to reduce draft to less than the available low tide depth at the dock. The Knik Arm Shoal (Cook Inlet) navigation channel was completed in September 2000, allowing deeper draft and larger ships to call at the port with greater flexibility regarding tides. Deeper draft capability is needed in the dock approach channels and around the terminals to accommodate the vessel traffic. Transportation costs could be significantly reduced if the deeper vessels could call at the Port of Anchorage. Annual cargo throughput was about 3.1 million tons in 1996 and has increased about 8 percent per year since 1987.

The Municipality of Anchorage intends to be the local sponsor as indicated in their June 1998 letter where they stated a willingness to share equally in the feasibility phase cost that may follow the reconnaissance study. An evaluation of potential benefits and costs for deepening the approaches to the Anchorage Port will be completed during the study. Numerical and/or physical models will be used to insure maintenance requirements are minimized. Several ships serving the Port of Anchorage are scheduled for replacement soon after the year 2000; thus the feasibility study findings will be critical for decisions on the ship design to match the harbor depth while providing adequate safety clearance under the vessel.

The feasibility study will be initiated during Fiscal Year 2001 within available funds. Funds for Fiscal Year 2002 will be used to continue the feasibility study. The preliminary estimated cost of the feasibility phase is $2,000,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests.

A summary of the study cost sharing is as follows:

Study	Total Estimated Federal Cost $	Allocation Prior to FY 2001 $	Allocation FY 2001 $	Tentative Allocation FY 2002 $	Additional to Complete After FY 2002 $
Total Estimated Study Cost	$2,188,000				
Reconnaissance Phase (Federal)	188,000				
Feasibility Phase (Federal)	1,000,000				
Feasibility Phase (Local)	1,000,000				

The reconnaissance phase is scheduled to be completed in July 2001. Completion of the feasibility study is being determined.

Study	Total Estimated Federal Cost $	Allocation Prior to FY 2001 $	Allocation FY 2001 $	Tentative Allocation FY 2002 $	Additional to Complete After FY 2002 $
Craig Harbor Improvements,AK Alaska District	600,000	0	75,000	50,000	475,000

Craig is a growing community on Prince of Wales Island in Southeast Alaska. Craig lies 56 air miles west of Ketchikan, and is 220 air miles south of Juneau, Alaska. Craig can only be reached by air and water; there are no roads connecting Craig with mainland Alaska. There are two existing small boat harbors. The Corps of Engineers completed the South Cove Harbor in 1983; the North Cove Harbor was completed by the City in 1993. These harbors, combined with a transient dock, have moorage for a total of 149 boats. It is estimated that over 70 percent of these boats are for commercial use. The economy of Craig is based largely on commercial fishing; salmon, shrimp, halibut, and crab are all commercially harvested near Craig. A fish buying station and a major cold storage plant are located in Craig, and service most of Prince of Wales Island. Growth has been due in part to the increased role of Craig as a service and transportation center for the Prince of Wales Island communities. As a result of this growth, the community has a wait list of over 100 commercial boats ranging from 28 to 60 feet in size which need permanent mooring space. Overcrowding is common during the summer commercial fishing season; rafted vessels experience damage, as do the float system. Craig is forced to turn away boats because of a lack of even transient moorage being available in the summer months. Also, the North Cove Harbor has virtually no wave protection on the western side, which means the existing boats and floats receive damage from the prevailing westerly winds during storms. The economy of Craig is dependent upon waterborne commerce; the lack of space in the harbor is limiting Craig’s ability to service the fisherman who would like to use Craig as a home port. This study will consider the benefits and costs for an expanded and better protected small boat harbor for the current and projected fleet. The City of Craig is the likely sponsor and has listed this project as a high priority. They are familiar with the cost sharing requirements for the feasibility study.

Fiscal Year 2001 funds are being used to initiate a reconnaissance study. Fiscal Year 2002 funds will be used to complete the reconnaissance phase and initiate a feasibility study. The preliminary estimated cost of the feasibility phase is $1,000,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of the study cost sharing follows:

Total Estimated Study Cost	$1,100,00
Reconnaissance Phase	100,00
Feasibility Phase (Federal)	500,000
Feasibility Phase (Local)	500,000

The reconnaissance phase is scheduled to be completed in April 2002. Completion of the feasibility study is being determined.

Study	Total Estimated Federal Cost $	Allocation Prior to FY 2001 $	Allocation FY 2001 $	Tentative Allocation FY 2002 $	Additional to Complete After FY 2002 $
DeLong Mountain Regional Port,AK	3,000,000	1,300,000	815,000	200,000	685,000
Alaska District					

The DeLong Mountain Regional Port is located in northwestern Alaska about 650 miles northwest of Anchorage. It currently serves the world class Red Dog zinc mining operation and could serve as a regional hub for distribution of fuel to several communities in the region. The Alaska Industrial Development and Export Authority (AIDEA) and the Northwest Arctic Borough are interested in expanding the terminal for additional ore capacity, general use by communities in this area, and future potential shipment of coal. Expansion of the port could reduce lightering costs, which are approximately $20 million per year. Shallow draft barges currently carry the ore concentrate to large ore carriers that anchor several miles offshore.

Navigation improvements that are desired include dredging a deep draft channel and maneuvering area for a new direct load facility connected to shore by a trestle. The estimated dredging cost is $30 to $50 million. Potential benefits from the navigation improvements include significant reduction in transportation costs for zinc and lead concentrate, reduced costs of dry goods arriving at the port, savings in fuel transportation costs to communities in the region, and the enhanced feasibility of coal export and other metal mines in the region. AIDEA, the project sponsor, has listed this project as a high priority.

Fiscal Year 2001 and Fiscal Year 2002 funds will be used to continue work in the feasibility study. The estimated cost of the feasibility phase is $6,000,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests.

A summary of the study cost sharing is as follows:

Total Estimated Study Cost	$6,000,000	
Reconnaissance Phase (Federal)	N/A	(Prepared under Coastal Navigation, AK parent study)
Feasibility Phase (Federal)	3,000,000	
Feasibility Phase (Local)	3,000,000	

The reconnaissance phase was prepared under the Coastal Navigation Improvements Study and was completed in January 2000. Completion of the feasibility study completion is being determined.

Study	Total Estimated Federal Cost $	Allocation Prior to FY 2001 $	Allocation FY 2001 $	Tentative Allocation FY 2002 $	Additional to Complete After FY 2002 $
Haines Harbor, AK	315,000	0	150,000	150,000	15,000
Alaska District					

Haines is a small community located at the northern end of Lynn Canal. The community is 90 miles northwest of Juneau. The city desires expansion of the existing Haines Small Boat Harbor. The harbor is used by local and transient fishermen primarily employed in halibut and gillnet salmon fishing. The 200 vessel capacity harbor is also home to resident recreational craft. Haines is an important link in the Alaska marine highway system. It is located at the southern end of the Haines Highway, linking southeastern Alaska by road with interior Alaska, the south-central region, and the Yukon Territory. The existing harbor was expanded in 1976. The seaward leg of the existing breakwater was removed, and the basin was dredged in a stepped fashion to -12 feet and –14 feet MLLW. The entrance channel was dredged to –15 feet MLLW. The study will consider the benefits and costs for enlarging the mooring area to accommodate the current and projected fleet, or to construct another harbor along the waterfront to meet the moorage demand. The addition to moorage space will do much to cut the costs due to crowding and delays. Costs of transporting fresh halibut and salmon to market will be significantly reduced resulting in transportation savings of more than a million dollars per year. The city of Haines would be the local sponsor and they understand the cost sharing that would be needed for a feasibility study.

Fiscal Year 2001 and Fiscal year 2002 funds will be used to continue a feasibility study that was converted from a Section 107 Authority. The preliminary estimated cost of the feasibility phase is $630,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests.

A summary of the study cost sharing follows:

Total Estimated Study Cost	$630,000	
Reconnaissance Phase	N/A	(Completed under Section 107)
Feasibility Phase (Federal)	315,000	
Feasibility Phase (Local)	315,000	

Completion of the feasibility study is being determined.

Study	Total Estimated Federal Cost $	Allocation Prior to FY 2001 $	Allocation FY 2001 $	Tentative Allocation FY 2002 $	Additional to Complete After FY 2002 $
Ketchikan Navigation Improvements, AK Alaska District	560,000	0	150,000	50,000	360,000

Ketchikan is located in southeastern Alaska, approximately 600 miles from Anchorage. Ketchikan is the major distribution and transportation center for the southern half of southeastern Alaska. The borough population is about 15,000 persons. The Ketchikan Gateway Borough has five public harbors. The Bar Point Harbor, Thomas Basin, and City Float harbor are located in the city of Ketchikan. These three harbors account for approximately 90 percent of the total harbor space, and have a total design capacity of 812 permanent moorage spaces. In addition to permanent moorage, space is available for approximately 95 transient vessels. The other two public harbors, Knudson Cove, 19 km (12 miles) north of Ketchikan, and Hole–in-the-Wall, 11 km (7 miles) south of Ketchikan, have a total design capacity of 71 spaces. All five harbors combined have 978 permanent and transient spaces available. In addition, the Mountain Point breakwater and launch ramp allows trailered vessels to be launched at a site 10 km (6 miles) south of Ketchikan. There are another 200 moorage spaces located in various private harbors within the Ketchikan/Saxman area. Many of these harbor facilities are in close proximity to large cruise ship operations. Conflicts between the two uses are frequent. This study will evaluate the damages due to overcrowding, cost of delays, and high operating costs for commercial fishing vessels and cruise ships in the Ketchikan area. The wait list for the Ketchikan area has increased to 300 vessels. This study will identify the problems and opportunities for commercial navigation in Ketchikan and determine whether feasibility studies of navigation improvements in Ketchikan are warranted. The Ketchikan Gateway Borough is the likely sponsor. They are familiar with the cost sharing requirements for the feasibility study.
Fiscal Year 2001 funding will be used to complete the 905b report started under Section 107 and initiate the feasibility study. Funding in Fiscal Year 2002 will be used to continue the feasibility phase. The preliminary estimated cost of the feasibility phase is $1,000,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests.

A summary of the study cost sharing follows:

Total Estimated Study Cost	$1,060,000
Reconnaissance Phase	60,000
Feasibility Phase (Federal)	500,000
Feasibility Phase (Local)	500,000

The reconnaissance phase is scheduled for completion in July 2001. Completion of the feasibility study is being determined.

Study	Total Estimated Federal Cost $	Allocation Prior to FY 2001 $	Allocation FY 2001 $	Tentative Allocation FY 2002 $	Additional to Complete After FY 2002 $
Kotzebue Harbor, AK	512,000	0	112,000	50,000	350,000

Alaska District

The City of Kotzebue is located on the northwest coast of the Baldwin Peninsula in Kotzebue Sound on the Chukchi Sea above the Arctic Circle. The city is 549 miles northeast of Anchorage and can be reached only by air and by sea. Nearly all supplies arrive by water between June and September. These shipments are transferred from ocean going vessels to shallow draft lightering barges for the 13 mile trip to port. Barges drawing no more than 7 feet of water are used because the tremendous volumes of sediment deposited in the Kotzebue Sound frequently create shoaling problems. A Reconnaissance report was completed in 1981 under the authority of Section 205 of the 1948 Flood Control Act, as amended, which concluded that a navigation channel could be constructed to reduce shipping costs. Today Kotzebue is the service and transportation hub for all villages in the northwest region. Commercial fishing of chum salmon and trout, and processing at Kotzebue Sound Area Fisheries provide seasonal employment and 140 resident have commercial fishing permits. Most residents rely on subsistence to supplement income. Kotzebue is the center for subsistence salmon and sheefish fishing during the summer. Small craft from villages along the Chukchi Sea and upriver on the Kobuk and Noatak Rivers come to Kotzebue for fishing. The State of Alaska is improving shore protection along Shore Avenue, which will remove much of the available beach area used for vessel loading, staging, and itinerant parking. The City of Kotzebue is interested in developing alternative locations to harbor and service these small vessels.

Fiscal Year 2001 funds are being used to initiate the reconnaissance phase. Fiscal Year 2002 funds will be used to initiate the feasibility study including engineering, economic and environmental analyses of needed navigation improvements. The preliminary estimate cost of the feasibility phase is $800,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests.

A summary of study cost sharing is as follows:

Total Estimated Study Cost	$912,000
Reconnaissance Phase (Federal)	112,000
Feasibility Phase (Federal)	400,000
Feasibility Phase (non-Federal)	400,000

The reconnaissance phase is scheduled for completion in October 2001. Completion of the feasibility study is being determined.

Study	Total Estimated Federal Cost $	Allocation Prior to FY 2001 $	Allocation FY 2001 $	Tentative Allocation FY 2002 $	Additional to Complete After FY 2002 $
Little Diomede, AK Alaska District	900,000	0	56,000	50,000	794,000

The City of Diomede lies on the west coast of Little Diomede Island, 2.5 miles from Big Diomede Island, Russia. The two Diomede islands lie in the center of the Bering Straits, 135 miles northwest of Nome. Access to Diomede is limited to weekly helicopter service, during open water periods, and intermittent fixed wing aircraft during winter, which is dependent upon construction of an ice runway. Both types of service are very weather dependent. Service is also very limited in size and type of goods shipped. Diomede has no protected harbor, and regular freight barges have ceased delivering cargo because of the high risk of barge damage and weather delays. Some independent barge operators will go to Diomede for premium fees. New construction and equipment, major repairs to infrastructure, and even replacement of household appliances are being delayed because of increased transportation costs. During some winters, an ice runway can be built on the sea ice for fixed wing aircraft, which can deliver some larger items, but at exorbitant costs. A harbor would greatly reduce the cost of goods and increase access to the village. Potential cost share sponsors for the feasibility study include the City of Diomede, Kawerak, Inc. (regional non-profit tribal corporation), and the State of Alaska.

Fiscal Year 2001 funds are being used to initiate the reconnaissance study. Funds requested for Fiscal Year 2002 will be used to complete the reconnaissance phase and initiate the feasibility phase. The preliminary estimated cost of the feasibility phase is $1,600,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of the study cost sharing is as follows:

Total Estimated Study Cost	$1,700,000
Reconnaissance Phase (Federal)	100,000
Feasibility Phase (Federal)	800,000
Feasibility Phase (non-Federal)	800,000

The reconnaissance phase is scheduled for completion in May 2002. The completion of the feasibility study is being determined.

Study	Total Estimated Federal Cost $	Allocation Prior to FY 2001 $	Allocation FY 2001 $	Tentative Allocation FY 2002 $	Additional to Complete After FY 2002 $
Mekoryuk Harbor, AK Alaska District	600,000	0	75,000	50,000	475,000

Mekoryuk is a small community on Nunivak Island, which is located 30 miles off the western coast of Alaska in the Bering Sea. Nunivak Island has numerous coves which are naturally deep, unlike most of western Alaska, which is characterized by sandy, shallow shoals along the coastline. Nunivak Island's location, which is along the primary shipping lanes for western Alaska barge traffic, offers high potential for the development of a regional port facility at Mekoryuk. The existing mainline barge ports, located at Nome and at Bethel, are not optimally located for the most efficient distribution of goods to the central communities along the western coast. The transferring of commodities to lighter barges from Nome and Bethel to these communities generally increase costs about 25 percent and result in millions of dollars of extra costs and delays in delivery to these western Alaskan coastal communities. In addition to offering transportation cost savings as a regional port, Nunivak Island also has a valuable untapped quarry rock resource. Quarry stone is in short supply and at a premium for construction projects in western Alaska. Community and regional plans for economic development also include the development of a regional port to service the coastal communities from Goodnews Bay to St. Michael on the western Alaska Coast.

The proposed study will consider the benefits and costs for the development of a regional port at Mekoryuk. The City of Mekoryuk is the potential sponsor and has listed this project as a high priority. They are familiar with the cost sharing requirements for the feasibility study. The Native Village of Mekoryuk and Nunivak Island Mekoryuk Alaska (NIMA) Native Corporation support this project.

Fiscal Year 2001 funds are being used to initiate the reconnaissance phase. Fiscal Year 2002 funds will be used to complete the reconnaissance phase and initiate a feasibility study. The preliminary estimated cost of the feasibility phase is $1,000,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests.

A summary of the study cost sharing follows:

Total Estimated Study Cost	$1,100,000
Reconnaissance Phase (Federal)	100,000
Feasibility Phase (Federal)	500,000
Feasibility Phase (local)	500,000

The reconnaissance phase is scheduled to be completed in April 2002. Completion of the feasibility study is being determined.

Study	Total Estimated Federal Cost $	Allocation Prior to FY 2001 $	Allocation FY 2001 $	Tentative Allocation FY 2002 $	Additional to Complete After FY 2002 $
Perryville Harbor, AK	800,000	0	60,000	40,000	700,000

Alaska District

Perryville is located on the south coast of the Alaska Peninsula, approximately 810 miles southwest of Anchorage. Perryville is a remote community that depends on waterborne and airborne commerce for a variety of goods, including fuel oil and gasoline. Commercial fishing is the largest employer in the community, although no navigation system presently exists at Perryville. Consequently, maritime activities are severely impacted by tide and wave conditions that would normally not affect marine vessels that had access to a navigation and harbor system. Present navigation conditions at Perryville allow for inefficient barge delivery, are non-conducive to subsistence harvesting, and do not allow the commercial fishing fleet to fully utilize the nearby cod fishery.

Three Star Point Lagoon, which is presently used for mooring vessels, has been identified at the reconnaissance level as a possible location for a navigation project. The proposed project would consist of an entrance stabilization structure, channel, and turning basin. Designing the entrance stabilization structure to allow for barge deliveries would also be investigated. The Lake and Peninsula Borough fully supports the project and is the likely sponsor.

The reconnaissance report was certified to be in accord with policy in November 1998. Fiscal Year 2001 funds will be used to initiate the feasibility phase of the study. Fiscal Year 2002 funds will be used to continue the feasibility phase. The preliminary estimated cost of the feasibility phase is $1,600,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests.

A summary of the study cost sharing is as follows:

Total Estimated Study Cost	$1,600,000	
Reconnaissance Phase (Federal)	N/A	(Prepared under Coastal Navigation, AK parent study)
Feasibility Phase (Federal)	800,000	
Feasibility Phase (Local)	800,000	

The reconnaissance phase will be completed in August 2001. Completion of the feasibility study is being determined.

Study	Total Estimated Federal Cost $	Allocation Prior to FY 2001 $	Allocation FY 2001 $	Tentative Allocation FY 2002 $	Additional to Complete After FY 2002 $
Port Lions Harbor, AK Alaska District	435,000	135,000	80,000	96,000	124,000

Port Lions Harbor is in Settler Cove, adjacent to the southeast coast of Kodiak Island, about 19 air miles west-northwest of the city of Kodiak, Alaska. The Corps of Engineers constructed a breakwater and entrance channel in 1981 to provide safe anchorage for the local fleet of fishing boats and transient vessels. The project consists of a 5-acre mooring basin behind a 600-foot breakwater and 170-foot stub breakwater. A winter storm in November 1981 severely damaged the main breakwater just 4 months after completion. Reconstruction in 1983 added 125 feet to the length of the main breakwater and strengthened it. The harbor design is for 125 vessels, but only about 56 vessels use the harbor, as the remaining portion still experiences damage during severe storms, and it is unsafe. Additional breakwaters are needed to provide adequate wave protection for the moorage area and to reduce damages to the vessels and the mooring system. Also, larger vessels with deeper drafts desire use of the harbor but must travel to other harbors, which greatly increases their operating costs. If the harbor had sufficient protection, commercial fishing vessels would occupy the majority of mooring berths not now usable. The Alaska Department of Transportation & Public Facilities is the local sponsor and signed the feasibility cost sharing agreement in January 2001.

Fiscal Year 2001 funds are being used to initiate the feasibility phase of the study. Fiscal Year 2002 funds will be used to continue the feasibility study. The preliminary estimated cost of the feasibility phase is $600,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests.

A summary of the study cost sharing is as follows:

Total Estimated Study Cost	$735,000
Reconnaissance Phase (Federal)	135,000
Feasibility Phase (Federal)	300,000
Feasibility Phase (Local)	300,000

The reconnaissance phase was completed in January 2001. Completion of the feasibility study is being determined.

Study	Total Estimated Federal Cost $	Allocation Prior to FY 2001 $	Allocation FY 2001 $	Tentative Allocation FY 2002 $	Additional to Complete After FY 2002 $
Quinhagak Navigation Improvements,AK Alaska District	290,000	0	0	50,000	240,000

Quinhagak is located 470 miles west of Anchorage and 71 miles southwest of Bethel on the east shore of Kuskokwim Bay. The city is located on the Kanektok River less than a mile from the coast. The population of the city is 570. Bethel is the regional transportation hub and is the only nearby city with commercial air and marine transportation. The school district is the largest employer, providing 20 full-time and part-time positions during the school year. Almost every household in the village has a commercial fishing permit. The city dock and cannery area has silted in due to changes to the flow pattern of the river. This causes delays and at times limits transient vessels coming to the dock for supplies. It also limits the amount of fish that are brought in to be processed at the cannery. Fishing vessels prefer to deliver their catch where it can be processed without delay. These conditions have the potential to adversely impact the commercial fishing value at Quinhagak. Benefits will also accrue to general cargo transportation to Quinhagak. Fuel and general cargo barges must be either unloaded at Bethel and reshipped to Quinhagak, or wait for the next high tide. In either case there will be an impact on waiting times and damages will occur to grounded barges during low tides. There are frequent oil spills that occur from barge grounding. Benefits from improvements to the small boat harbor facilities will derive from reduction of physical damage to boats, and time saved by keeping boats nearer to the fishing grounds and always accessible. The City of Quinhagak is the likely sponsor, and they understand the cost sharing requirements for a feasibility study.

The reconnaissance report is being prepared under the Coastal Navigation Improvements Study. Fiscal Year 2002 funds will be used to initiate the feasibility study. The preliminary estimated cost of the feasibility phase is $580,000, which is to be shared on a 50-50 basis by Federal and non-Federal interests.

A summary of the study cost sharing is as follows:

Total Estimated Study Cost	$580,000	
Reconnaissance Phase (Federal)	N/A	(Prepared under the Coastal Navigation, AK parent study)
Feasibility Phase (Federal)	$290,000	
Initial Local Share	$290,000	

The reconnaissance phase will be completed in July 2002. Completion of the feasibility study completion is being determined.

Study	Total Estimated Federal Cost $	Allocation Prior to FY 2001 $	Allocation FY 2001 $	Tentative Allocation FY 2002 $	Additional to Complete After FY 2002 $
Saint George Navigation Improvements, AK Alaska District	650,000	0	150,000	50,000	450,000

The City of Saint George is located on Saint George Island the second largest of the Pribilof Islands. The island is located in the middle of the Bering Sea, in the center of extensive groundfish and crab fisheries. The harbor configuration was designed and built by the city. Previous Federal work on this harbor consisted of dredging the entrance and maneuvering channel under Section 107 authority in which project depth was not fully achieved. Following this work Congress authorized the entrance channel to be dredged to a 20-foot depth. Dredging the entrance channel of rock pinnacles is scheduled to be awarded with the Saint Paul Phase II contract in FY 2002.

Large waves are entering the entrance and inner harbor area making ingress/egress into the harbor almost impossible during moderate wave conditions. Harbor users are reluctant to enter the harbor or proceed with off loading operations. The feasibility study will look at ways to reduce wave action in the inner harbor but more importantly create a safe entrance channel wave environment into the harbor. This may result in a different harbor configuration or the possibility of developing a harbor at a different location.

Fiscal Year 2001 funds are being used to initiate the reconnaissance phase. Funds requested for Fiscal Year 2002 will be used to initiate the feasibility study. The preliminary estimated cost of the feasibility phase is $1,000,000, which is to be shared on a 50-50 basis by Federal and non-Federal interests.

A summary of the study cost sharing is as follows:

Total Estimated Study Cost	$1,150,000
Reconnaissance Phase (Federal)	150,000
Feasibility Phase (Federal)	500,000
Initial Non-Federal Share	500,000

The reconnaissance phase will be completed in April 2002. Completion of the feasibility study completion is being determined.

Study	Total Estimated Federal Cost $	Allocation Prior to FY 2001 $	Allocation FY 2001 $	Tentative Allocation FY 2002 $	Additional to Complete After FY 2002 $
Sitka Harbor, AK Alaska District	900,000	0	75,000	50,000	775,000

Sitka, population 8,102 (State Dept. of Community & Regional Affairs, 1989) which is located on the western shore of Baranof Island in Southeast Alaska, is one of Alaska's principal commercial fishing ports. The city's public harbors host hundreds of transient fishing vessels from Southeast Alaska and the Pacific Northwest at any given time during the fishing season, yet the harbor system is subject to wave action that damages the mooring system. Thomsen Harbor, which serves many of the permanent and transient fishers at Sitka, is protected by the channel rock breakwaters, which were completed in 1995. Gaps in these breakwaters allow some long-period swells, originating in the Gulf of Alaska, causing some maintenance problems in the harbor. The swell creates excessive motion of the vessels and facilities, resulting in frequent and expensive maintenance. The feasibility study will be initiated in FY 2002. The preferred plan would improve wave protection for Thomsen Harbor so that the current level of maintenance could be reduced. Extension of the western breakwater to reduce the opening of the gaps is one possible alternative plan.

The city of Sitka is the local sponsor and is aware of the cost-sharing provisions of WRDA 1986.
Fiscal Year 2001 funds are being used to initiate a reconnaissance study. Fiscal year 2002 funds will be used to complete the reconnaissance phase and initiate a feasibility study. The preliminary estimated cost of the feasibility phase is $1,600,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests.

A summary of the study cost sharing is as follows:

Total Estimated Study Cost	$1,700,000
Reconnaissance Phase	100,000
Feasibility Phase (Federal)	800,000
Feasibility Phase (Local)	800,000

The reconnaissance phase is scheduled to be completed in April 2002. Completion of the feasibility study is being determined.

Study	Total Estimated Federal Cost $	Allocation Prior to FY 2001 $	Allocation FY 2001 $	Tentative Allocation FY 2002 $	Additional to Complete After FY 2002 $
Skagway Harbor, AK Alaska District	500,000	86,000	75,000	138,000	201,000

Skagway is a small community located at the northernmost end of Taiya Inlet. The community is 90 miles northeast of Juneau. Local interests desire the expansion of the Skagway Small Boat Harbor. The Corps of Engineers dredged the original harbor in 1945. The entrance channel and the harbor were dredged to a depth of –8 feet MLLW. The basin was one acre. In 1958 the City of Skagway constructed the rubblemound breakwater, and in 1959, the City of Skagway expanded the basin to the depth of –12 feet MLLW. The basin was also expanded by 2.5 acres. The total acres of the present harbor are 5.78 acres. The harbor has moorage for about 140 small boats. The harbor has a waiting list of over 130 vessels. Over crowding of the harbor is common during the commercial fishing and tourist season. Commercial fishing, tugs, and charter vessels have increased in length and draft in the past 40 years so deepening the entrance channel and the mooring basin may also be warranted. Tugs must leave the harbor early and delay return when assisting arriving or departing cruise ships or ore ships in order to work around tides. Tugs could be stuck in the harbor during emergency situation with cruise or ore ships, or other commercial vessels needing assistance. Tour boat traffic landings have increased in the last year from 80 to 140 vessels. The harbor is over crowded during the summer months, and vessels are turned away and have to travel to places like Juneau or Haines. Cruise ships visits range from 350 to 450 vessels a year. The study will consider the benefits and costs for deepening the entrance channel and expanding the harbor to accommodate the current and projected fleet and tugs. The City of Skagway is the likely sponsor and has listed this project as a high priority. They are familiar with the cost sharing requirements for the feasibility study.

Fiscal Year 2001 funds are being used to initiate feasibility phase. Fiscal Year 2002 funds will be used to continue the feasibility study. The preliminary estimated cost of the feasibility phase is $800,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests.

A summary of the study cost sharing is as follows:

Total Estimated Study Cost	$900,000
Reconnaissance Phase (Federal)	100,000
Feasibility Phase (Federal)	400,000
Feasibility Phase (Local)	400,000

The reconnaissance phase is scheduled to be completed in July 2001. Completion of the feasibility study completion is being determined.

Study	Total Estimated Federal Cost $	Allocation Prior to FY 2001 $	Allocation FY 2001 $	Tentative Allocation FY 2002 $	Additional to Complete After FY 2002 $
Unalakleet Harbor, AK Alaska District	400,000	0	55,000	50,000	295,000

Unalakleet is located on Norton Sound at the mouth of the Unalakleet River, 148 miles southeast of Nome and 395 miles northwest of Anchorage. Approximately 82 percent of the 800 people in Unalakleet are Alaska Natives. Unalakleet has a history of diverse cultures and trade activity. The local economy is the most active in Norton Sound, along with a traditional Unaligmiut Eskimo subsistence lifestyle. Both commercial fishing for herring and subsistence activities are major components of Unalakleet's economy. Approximately 113 residents hold commercial fishing permits, and a new fish processing plant was recently completed. Presently, the fishing fleet, operating out of Unalakleet, uses a lagoon on the leeward side of the spit where the city is located. Vessels in the lagoon are able to moor, haul out, and access the fish processing facility. Vessels navigate both the submerged alluvial fan, created seaward of the Unalakleet River, and the mouth of the river to gain access to the lagoon area. Due to very shallow water and frequent shifts in the thalweg, numerous vessels and propulsion systems are damaged. Frequent delays are also experienced due to vessels being forced to work around tide windows to gain access to the fish processor and other facilities within the lagoon. The study will consider the benefits and costs of constructing a navigation system that would significantly reduce delays and vessel damages. The city of Unalakleet is the likely sponsor and is familiar with the cost sharing requirements for the feasibility study.

Fiscal Year 2001 funds will be used to initiate the feasibility phase of the study. The preliminary estimated cost of the feasibility phase is $800,000, which is to be cost shared on a 50-50 percent basis by Federal and non-Federal interests.

A summary of the study cost sharing is as follows:

Total Estimated Study Costs	$800,000	
Reconnaissance Phase	N/A	(Prepared under Coastal Navigation, AK parent study)
Feasibility Phase (Federal)	$400,000	
Feasibility Phase (Local)	$400,000	

The reconnaissance phase is scheduled for completion in July 2001 under Coastal Navigation. Completion of the feasibility study is being determined.

Study	Total Estimated Federal Cost $	Allocation Prior to FY 2001 $	Allocation FY 2001 $	Tentative Allocation FY 2002 $	Additional to Complete After FY 2002 $
Whittier Breakwater, AK Alaska District	527,000	0	127,000	150,000	250,000

Whittier is located on the western end of Prince William Sound about 60 miles east of Anchorage. A new road tunnel to Whittier opened in June 2000 and offers Anchorage residents relatively good access to this top quality marine environment; the next closest access to a coastal area is twice as far away at Seward. Additional boat launch and harbor facilities are need to accommodate the large number of people that will be travelling to Whittier. Breakwaters (750 foot main and 150 foot spur) would protect a dredged small boat harbor and a boat launch facility.

The existing Whittier Harbor is full and has a long wait list of vessels wanting moorage space. Expanding the existing harbor is not feasible because of railroad facilities that must be kept in operation on the landward side and deep water on the seaward side makes expansion too costly. The only other harbor site that has road access is at the head of Passage Canal where a boat launch and small harbor could be constructed. State and local interests strongly support additional harbor facilities and are willing to cost share harbor development.

Whittier is surrounded by towering mountains which leave little flat land for development of onshore facilities for a boat harbor. Most of the people coming to Whittier from Anchorage will be interested in recreational boating or sport fishing which is not a high national priority for computation of benefits to justify Federal involvement. Some of the visitors will want to take charter boats for fishing and viewing of the magnificent glaciers and mountains. Corps policy currently limits recreational benefits to 50 percent of the cost of the facilities.

Fiscal Year 2001 funds will be used to initiate the reconnaissance phase. Fiscal year 2002 funds will be used to initiate the feasibility study. The preliminary estimate cost of the feasibility phase is $800,000, which is to be shared on a 50-50 percent basis by Federal and non-federal interests.

A summary of study cost sharing is as follows:

Total Estimated Study Cost	$927,000
Reconnaissance Phase (Federal)	127,000
Feasibility Phase (Federal)	400,000
Feasibility Phase (Local)	400,000

The reconnaissance phase is scheduled to be completed in October 2001. Completion of feasibility study is being determined.

Study	Total Estimated Federal Cost $	Allocation Prior to FY 2001 $	Allocation FY 2001 $	Tentative Allocation FY 2002 $	Additional to Complete After FY 2002 $
Hawaii					
Honolulu Harbor Modifications, Oahu, HI Honolulu District	750,000	418,000	150,000	101,000	81,000

Honolulu Harbor is located along the southern coast of the island of Oahu, Hawaii, and is situated adjacent to the downtown area of Honolulu. The harbor is the principal port for the state of Hawaii and is an important link in the commerce of the Pacific Basin. Due to the tremendous growth in the container shipping sector since the harbor was last modified in 1981, the State has recognized a need to modify the existing harbor to enable it to service larger sized vessels than the harbor was originally designed to accommodate. Since 1981 incoming and outgoing cargo has increased 3 percent per year on average. Due to Hawaii's isolated location, 80 percent of consumer goods are imported into the State, with 98 percent of these goods being transported by ship into Honolulu Harbor. "State of the art" container vessels are currently unable to utilize the harbor due to the existing configuration. Smaller and less efficient vessels must be used, resulting in congestion delays and increased handling costs which continue to be exacerbated and directly impact upon Hawaii's economy.

The local sponsor is the State Department of Transportation. They recognize the critical role that Honolulu Harbor plays in Hawaii's economy. The State fully understands the cost-sharing requirements to conduct the feasibility study and is fully committed to active participation with the Corps of Engineers. The feasibility cost sharing agreement was executed in April 1999.

Fiscal Year 2001 are being used to continue with ongoing economic, geotechnical, environmental and hydraulic engineering studies. Fiscal Year 2002 funds will be used to continue with ongoing feasibility studies. The preliminary estimated cost of the feasibility phase is $1,300,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of study cost sharing is as follows:

Total Estimated Study Cost	$1,400,000
Reconnaissance Phase (Federal)	100,000
Feasibility Phase (Federal)	650,000
Feasibility Phase (Non-Federal)	650,000

The feasibility study completion schedule is being determined.

Study	Total Estimated Federal Cost $	Allocation Prior to FY 2001 $	Allocation FY 2001 $	Tentative Allocation FY 2002 $	Additional to Complete After FY 2002 $
Kawaihae Deep Draft Harbor Modifications Hawaii, HI Honolulu District	$900,000	100,000	30,000	225,000	545,000

Kawaihae Harbor is located on the northwest coast of the island of Hawaii, approximately 85 miles northwest from Hilo, the county seat of the island of Hawaii. The existing project was completed in July 1962 and enlarged in January 1973. The project consists of a 3,270-foot long, 40-foot deep entrance channel; a 1,450-foot wide, 35-foot deep harbor basin; and a 2,650-foot long rubblemound breakwater. The barge pier and approximately half of the transpacific pier are not usable due to increased surge activity within the harbor causing delays in the loading and unloading of cargo. The surge problem occurs especially during the winter months when the north to northwest swells dominate the wave spectrum. Additionally, the surge actions within the harbor have resulted in damage to the piers and vessels. If improvements to the harbor are not implemented, the State's existing infrastructure will continue to be damaged, resulting in costly repairs.

Preliminary discussions with the local sponsor, the State Department of Transportation, indicate that navigation outputs are in accordance with Corps policy. The local sponsor fully understands the cost-sharing requirements of the study and are committed to active participation with the Corps. Fiscal Year 2001 funds are being used to complete the reconnaissance phase and execute a Feasibility Cost Sharing Agreement to continue into the feasibility phase. Fiscal Year 2002 funds will be used to conduct feasibility level economic, environmental and hydraulic engineering studies. The total estimated cost of the feasibility phase is $1,600,000, which will be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of the study cost sharing follows:

Total Estimated Study Cost	$1,700,000
Reconnaissance Phase (Federal)	100,000
Feasibility Phase (Federal)	800,000
Feasibility Phase (Non-Federal)	800,000

The feasibility study completion schedule is being determined.

Study	Total Estimated Federal Cost $	Allocation Prior to FY 2001 $	Allocation FY 2001 $	Tentative Allocation FY 2002 $	Additional to Complete After FY 2002 $
Commonwealth of the Northern Mariana Islands (CNMI)					
Rota Harbor Modifications, CNMI Honolulu District	800,000	0	0	25,000	775,000

Rota Harbor is located on the west coast of the island of Rota, Commonwealth of the Northern Mariana Islands (CNMI). The CNMI is comprised of a chain of 16 islands in the western Pacific approximately 3,700 miles west-southwest of Hawaii and 1,400 miles south of Tokyo, Japan. The island of Rota is located 53 miles south-southwest of the main island of Saipan and is approximately 11 miles long and averages about 4 miles in width.

The current harbor was constructed by the Corps of Engineers and completed in April 1985 under Section 107 of the River and Harbor Act of 1960, as amended. As an island community, Rota's population and economy are vitally linked to the shipment of goods into and out of Rota Harbor, the island's only commercial port. However, the existing harbor's size and configuration restricts larger sized vessels from calling on Rota Harbor and requires the transshipment of goods and material to and from Rota. The added cost of transshipment is estimated at $13 million annually. The Commonwealth Ports Authority, the local sponsor, fully understands the cost-sharing requirements of the project.

A reconnaissance study conducted under Navigation Improvements, CNMI, is scheduled for completion in November 2001. If the study is certified to be in accord with policy, the funds requested for Fiscal Year 2002 would be used to continue into the feasibility phase of the study. The total estimated cost of the feasibility phase is $1,200,000, to be shared on a 50-50 percent basis by Federal and non-Federal interests. Section 1156 of P.L. 99-662 provides for a waiver of local cost-sharing requirements up to $200,000. A summary of cost sharing is as follows:

Total Estimated Study Cost	$1,200,000	
Reconnaissance Phase (Federal)	N/A	(Conducted under Navigation Improvements, CNMI study)
Feasibility Phase (Federal)	800,000	
Feasibility Phase (Non-Federal)	400,000	(Reflects $200,000 waiver under Sec 1156 of PL 99-662)

The feasibility study completion schedule is being determined.

Study	Total Estimated Federal Cost $	Allocation Prior to FY 2001 $	Allocation FY 2001 $	Tentative Allocation FY 2002 $	Additional to Complete After FY 2002 $
Tinian Harbor Modifications, CNMI Honolulu District	800,0000	0	0	25,000	775,000

Tinian Harbor is located on the southwestern coast of the island of Tinian, Commonwealth of the Northern Mariana Islands (CNMI). The CNMI is comprised of a chain of 16 islands in the western Pacific approximately 3,700 miles west-southwest of Hawaii and 1,400 miles south of Tokyo, Japan. Tinian is located 3 miles south south-west of the main island of Saipan. Tinian is approximately 13 miles long and averages about 6 miles in width. The shoreline is formed predominantly by sea cliffs 20 to 100 feet high. Tinian Island is subject to storm waves associated with tropical storms and typhoons. Due to Tinian's proximity to the typhoon breeding grounds, the island is threatened year round with the passage of a developing typhoon and on occasion, one of full strength. Typhoons are defined as storms with sustained wind speeds equal to or greater than 64 knots, while tropical storms are defined as having sustained wind speeds between 34 and 63 knots. Severe typhoons have occurred nearly every month of the year, but are most common between July and December.

Tinian Harbor was originally constructed during World War II. The age of the existing harbor’s breakwater and successive typhoons during the last few years have contributed to the deterioration of the breakwater and reduced usability of the harbor. As the island of Tinian’s only commercial port and primary facility for the import and export of goods and material, Tinian Harbor is vital to the island’s economic and social welfare. The island of Tinian is experiencing a period of rapid growth and development. Existing plans call for the construction of several large resort hotels. To meet the increased and growing demand in the area, the Government of the CNMI has identified the need for navigation improvements to the existing harbor. The present harbor's condition and limitations results in increased transportation costs to shippers. The Commonwealth Ports Authority, the local sponsor, fully understands the cost-sharing requirements of the project.

A reconnaissance study conducted under Navigation Improvements, CNMI, is scheduled for completion in November 2001. If the study is certified to be in accord with policy, the funds requested for Fiscal Year 2002 would be used to continue into the feasibility phase of the study. The total estimated cost of the feasibility phase is $1,200,000, to be shared on a 50-50 percent basis by Federal and non-Federal interests. Section 1156 of P.L. 99-662 provides for a waiver of local cost-sharing requirements up to $200,000. A summary of cost sharing is as follows:

Total Estimated Study Cost	$1,200,000	
Reconnaissance Phase (Federal)	N/A	(Conducted under Navigation Improvements, CNMI study)
Feasibility Phase (Federal)	800,000	
Feasibility Phase (Non-Federal)	400,000	(Reflects $200,000 waiver under Sec 1156 of PL 99-662)

The feasibility study completion schedule is being determined.

Study	Total Estimated Federal Cost $	Allocation Prior to FY 2001 $	Allocation FY 2001 $	Tentative Allocation FY 2002 $	Additional to Complete After FY 2002 $
Tutuila Harbor, Tutuila Island, American Samoa Honolulu District	430,000	0	206,000	124,000	100,000

A reconnaissance study was conducted under Western District Harbor, Tutuila Island, American Samoa, in Fiscal Year 1999 and initially focused on the potential development of a second commercial harbor within the Western District of Tutuila Island. Preliminary economic and cost data indicated that a harbor located within the Western District was not economically justified. However, potential federal and local sponsor interest was identified in a second commercial facility within Pago Pago Bay that will relieve congestion at the existing commercial harbor. The congestion is due to inadequate entrance channel, turning basin, and berthing space for the numerous fishing vessels that regularly visit American Samoa. Delays of one to three days have been experienced by vessels entering the existing harbor. The development of this second commercial facility would alleviate the congestion being experienced at Pago Pago Harbor, which is currently not a Federal harbor, but is important as the largest and only deep draft harbor in the territory.

The American Samoa government, the local sponsor, supports the development of a second commercial facility in Pago Pago Bay to include federal navigation features of an entrance channel and turning basin. Authority to conduct this study is provided under Section 444 of the Water Resources Development Act of 1996 (P.L. 104-303). The reconnaissance report was completed in July 1999 and the Feasibility Cost Sharing Agreement was executed in December 2000. Fiscal Year 2001 funds are being used to continue into the feasibility study to include compilation of economic data, environmental studies, design efforts and public involvement. Fiscal Year 2002 funds will be used to continue the feasibility report. The American Samoa government is fully aware of the cost sharing requirements for a feasibility study. Although the preliminary estimated cost of the feasibility phase is $460,000, to be shared on a 50-50 percent basis by Federal and non-Federal interests, Section 1156 of P.L. 99-662 provides for a waiver of local cost-sharing requirements up to $200,000.
A summary of cost sharing is as follows:

Total Estimated Study Cost	$460,000	
Reconnaissance Phase (Federal)	N/A	(Conducted under Western District Harbor Study)
Feasibility Phase (Federal)	430,000	
Feasibility Phase (Non-Federal)	30,000	(Reflects $200,000 waiver under Sec 1156 of PL 99-662)

The feasibility study completion scheduled is being determined.

Study	Total Estimated Federal Cost $	Allocation Prior to FY 2001 $	Allocation FY 2001 $	Tentative Allocation FY 2002 $	Additional to Complete After FY 2002 $

2b. Flood Damage Prevention Studies: The amount of $100,000 is requested in Fiscal Year 2002 for one feasibility study.

Alaska

Barrow Coastal Storm Damage Reduction,AK Alaska District	1,140,000	100,000	112,000	100,000	828,000

Barrow, the northernmost community in North America, is located on the Chukchi Sea coast, 10 miles south of Point Barrow from which it takes its name. It lies 725 air miles from Anchorage. Barrow is the economic center of the North Slope Borough and numerous businesses provide support services to oil fields. Marine and land transportation provide seasonal access. Presently, numerous public facilities are threatened by the continued loss of shoreline and narrowing of approximately 5,000 feet of beach, fronting the community. During the winter, nearshore pack ice prevents the formation of waves during severe storms; this in turn protects the shoreline that is composed of a very fine, well-rounded sand. However, recent years have seen the pack ice remaining further offshore for longer periods of time thereby allowing severe storms to generate wind driven waves that cause massive erosion along the shoreline. If this trend continues, the threatened facilities at Barrow could be impacted within the next one to two years. Local officials also believe that sand-mining operations carried out by the Department of Defense during the 1950’s through the 1970’s have contributed to the existing shoreline erosion problems. Utilidors (below ground tunnels containing utility lines), roads, wastewater treatment facilities, and a 32-unit borough owned apartment building are among the public facilities threatened. Also, the Barrow solid waste landfill is threatened and poses a tremendous environmental threat to the marine environment, if breached, due to the potentially hazardous nature of wastes placed in the landfill. Private facilities are also threatened and would incidentally benefit from a project. These include a gas station, a hotel, and numerous small shops. The study will consider the benefits and costs for protecting the shoreline, fronting the city. It will also evaluate the merits of navigation improvement to facilitate development of a harbor and related facilities.

Fiscal Year 2001 funds are being used to continue the reconnaissance phase of the study. Fiscal Year 2002 funds will be used to initiate the feasibility phase. The preliminary estimated cost of the feasibility phase is $2,000,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. The City of Barrow will be the local sponsor, and it understands the cost sharing that would be needed for a feasibility study.

Study	Total Estimated Federal Cost $	Allocation Prior to FY 2001 $	Allocation FY 2001 $	Tentative Allocation FY 2002 $	Additional to Complete After FY 2002 $

A summary of the study cost sharing is as follows:

Total Estimated Study Cost	$2,140,000
Reconnaissance Phase (Federal)	140,000
Feasibility Phase (Federal)	1,000,000
Feasibility Phase (Local)	1,000,000

The reconnaissance phase is scheduled for completion in January 2002. Completion of the feasibility study completion is being determined.

Study	Total Estimated Federal Cost $	Allocation Prior to FY 2001 $	Allocation FY 2001 $	Tentative Allocation FY 2002 $	Additional to Complete After FY 2002 $

2c. Shore Protection: The amount of $50,000 is requested in Fiscal Year 2002 for one feasibility studies.

Hawaii					
Kihei Area Erosion, Maui, HI	600,000	0	100,000	50,000	450,000
Honolulu District					

The Kihei area is located on the southwestern coast of the island of Maui and has experienced significant shoreline erosion within the past 30 years. One of the most severely eroded beaches on Maui is a 5,500 foot-long segment from Kalama Park to the shoreline along the southern half of Halama Street in Kihei. Erosion in the adjacent areas has continued and the risk of damage to houses, the main coastal road and park facilities remain high during high wave events. Some local studies have estimated that as much as one-third of the sandy shoreline of the island have experienced significant erosion. Since the economy of the State is tied very closely to the health of the shoreline, there is considerable Congressional and local interest in protecting the shorelines. The potential local sponsor is the County of Maui and is aware of the cost sharing requirements and committed to active participation.

Fiscal year 2001 funds are being used to conduct a reconnaissance study which is currently scheduled for completion in December 2001. The study will determine Federal interest in providing improvements to alleviate shoreline erosion in the Kihei area and will include a regional economic development analysis. If the study is certified to be in accord with policy, the funds requested for Fiscal Year 2002 would be used to continue into the feasibility phase of the study upon execution of a feasibility cost sharing agreement. The total estimated cost of the feasibility phase is $1,000,000, to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of cost sharing is as follows:

Total Estimated Study Cost	$1,100,000
Reconnaissance Phase (Federal)	100,000
Feasibility Phase (Federal)	500,000
Feasibility Phase (Non-Federal)	500,000

The feasibility study completion schedule is being determined.

Study	Total Estimated Federal Cost $	Allocation Prior to FY 2001 $	Allocation FY 2001 $	Tentative Allocation FY 2002 $	Additional to Complete After FY 2002 $
2d. Special Studies: The amount of $650,000 is requested in Fiscal Year 2002 for seven feasibility studies.					
Alaska					
Chandalar River Watershed Study,AK Alaska District	550,000	100,000	37,000	50,000	363,000

Environmental resources within this remote watershed include salmon, whitefish, moose, caribou, bear, waterfowl, and small game. The Chandalar River has the largest run of chum salmon in the entire Yukon river drainage. The Village of Venetie and Arctic Village are the located in the watershed, with approximately 232 and 138 residents, respectively. Subsistence activities are critical to those in the watershed And they have a long history of working together to protect their land for subsistence use. Watershed planning is needed to ensure this protection and develop solutions for past and future activities that could pose threats to the ecosystem. With recent flooding, residents are concerned that the environmental resources of the river are at risk from contaminants from a wrecked DC-4 airplane left in what likely were chum salmon spawning grounds just upriver from the Village of Venetie and both new and old infrastructure developments on the Chandalar River floodplain. Access to Venetie is almost exclusively by air. There is also concern that the numbers of important subsistence species have dropped dramatically in recent years. The Venetie and Arctic Village, own as tenants in common, 1.8 million acres of land through the Native Village of Venetie Tribal Government. A need for watershed planning has been expressed by the Native Village of Venetie Tribal Government, who most likely would be the sponsor. They understand the cost sharing that would be needed for a feasibility study.

Fiscal Year 2001 funds are being used to continue the reconnaissance phase of the study. Fiscal Year 2002 funds will be used to initiate the feasibility study. The preliminary estimated cost of the feasibility phase is $800,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests.

A summary of the cost sharing is as follows:

Total Estimated Study Cost	$950,000
Reconnaissance Phase (Federal)	150,000
Feasibility Phase (Federal)	400,000
Feasibility Phase (Local)	400,000

The reconnaissance phase is scheduled for completion in April 2002. Completion of the feasibility study is being determined.

Study	Total Estimated Federal Cost $	Allocation Prior to FY 2001 $	Allocation FY 2001 $	Tentative Allocation FY 2002 $	Additional to Complete After FY 2002 $
Chena River Watershed Study, AK Alaska District	786,000	446,000	40,000	100,000	200,000

The Chena River originates in a mountainous area about 90 air miles east of Fairbanks in central Alaska. The river flows southwest from its headwaters to its confluence with the Tanana River at Fairbanks. The Chena River watershed encompasses approximately 2,115 square miles. The Chena River Lakes Flood Control Project, completed in 1981, is located 17 miles east of Fairbanks on the Chena River. The project functions to divert flood flows into the Tanana River, providing flood protection to the city and surrounding low areas. Much of the watershed, especially the lower areas, contains environmentally sensitive wetlands. About 75 regulatory permit actions per year have been processed regarding these wetlands, and future urbanization and mining activity is expected to increase the number of actions. Concern has been expressed about the effects of population growth and development on fish and wildlife in the watershed. Problems identified within the Chena River watershed include a lack of quality brood production habitat for waterfowl and limited spring and fall migratory bird habitat in and around the Fairbanks/North Pole area and project lands of the Chena River Lakes Flood Control Project; degraded aquatic habitat on streams in the Little Chena River watershed due to abandoned mines; and degraded arctic grayling and other fisheries habitat on Noyes and Badger Sloughs. Other problems identified within the watershed include problems related to erosion and bank protection measures on the Chena River, the potential for degradation of water quality and aquatic habitat with uncontrolled erosion, and the potential for loss of important riparian habitat as landowners along the river attempt to protect their investments. The potential for loss of important fish and wildlife habitat on the Little Chena River watershed was also noted. Within the Chena River watershed, there is also the potential for the loss of flood control capability if key wetland areas are developed. To address these problems, the reconnaissance study recommends several cost-shared management plans, and further cost-shared feasibility studies for the following:

- Creation of shallow-water wetlands on the Chena Lakes Flood Control Project lands (potential sponsor: Ducks Unlimited).
- Restoration of aquatic habitat on streams degraded by mining in the Little Chena River Watershed (potential sponsor: Alaska Department of Fish and Game, State of Alaska Parks Division Office).
- Restoration of arctic grayling and other fisheries habitat on Noyes Slough, in downtown Fairbanks (potential sponsors: Fairbanks North Star Borough, Alaska Department of Fish and Game).
- Restoration of arctic grayling habitat on Badger Slough (potential sponsor: Alaska Department of Fish and Game).

The Alaska Department of Fish and Game and the Alaskan Department of Transportation and Public Facilities have participated in initial negotiations for the Badger Slough habitat study.

Study	Total Estimated Federal Cost $	Allocation Prior to FY 2001 $	Allocation FY 2001 $	Tentative Allocation FY 2002 $	Additional to Complete After FY 2002 $

The feasibility phase of the study is being negotiated in FY 2001 with available funds. Funds requested for Fiscal Year 2002 will be used to initiate the feasibility phase. The preliminary estimated cost of the feasibility phase is $600,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of the study cost sharing is as follows:

Total Estimated Study Cost	$1,086,000
Reconnaissance Phase (Federal)	486,000
Feasibility Phase (Federal)	300,000
Feasibility Phase (non-Federal)	300,000

The feasibility study completion is being determined.

Study	Total Estimated Federal Cost $	Allocation Prior to FY 2001 $	Allocation FY 2001 $	Tentative Allocation FY 2002 $	Additional to Complete After FY 2002 $
Ship Creek Watershed, AK Alaska District	504,000	160,000	30,000	50,000	264,000

Ship Creek begins in the Chugach Mountains east of Anchorage. The creek flows through Fort Richardson Army Post and Elmendorf Air Force Base and finally through an industrial part of Anchorage before emptying into Cook Inlet. Ship Creek is a non-glacial stream with clear water and an average annual flow of 144 cubic feet per second (cfs). Extreme low flows, which occur in winter when the creek is frozen, can be less than 10 cfs. In the developed part of the creek, there are many storm drain outfalls, which are a major source of contamination. There is a Superfund site along the creek, which has undergone a major cleanup since 1986. EPA has initiated a final cleanup of the site to include long-term, on-site storage of contaminated soil. There are two State-operated fish hatcheries and four dams on the creek. Water diverted from the creek is used by the Municipality of Anchorage and the military bases for drinking water and as coolant for electric generating plants. Ship Creek is popular for sport fishing among local residents and tourists. Approximately 5,000 king salmon return to the creek each year. With the king and silver sport fishery, Ship Creek is the second most heavily fished stream in Alaska and has one of the largest urban king salmon fisheries in the State. Anchorage and the Alaska Railroad Corporation (ARRC) have great interest in improving this watershed, but have found that the lack of documented information about the watershed and conflicting interests have been a major factor in their lack of progress. The Corps' watershed study would focus on the creek's hydraulics, hydrology, and sediment transport dynamics. Sedimentation traps and inputs would be assessed, as well as flooding and erosion issues. Trends in fish and wildlife population health, and in fishing and hunting harvests would also be evaluated. The study would identify means to eliminate, attenuate, or otherwise mitigate fish and wildlife resource adversity. The study can provide a basis for initiating a watershed management plan that could be used to guide development in the area and eliminate or minimize potential pollution sources while improving water quality. The study would propose measures with a Federal interest, which are economically justified or otherwise in keeping with current administrative policy.

Fiscal Year 2001 funds are being used to complete the reconnaissance phase of the study. FY 2002 funds will be used to initiate the feasibility phase. The preliminary estimated cost of the feasibility phase is $628,000, which is to be shared on a 50-50 percent basis by Federal and non-Federal interests. Anchorage and the Alaska Railroad Corporation would be the local sponsors, and both understand the cost sharing needed for a feasibility study.

Study	Total Estimated Federal Cost $	Allocation Prior to FY 2001 $	Allocation FY 2001 $	Tentative Allocation FY 2002 $	Additional to Complete After FY 2002 $

A summary of the study cost sharing is as follows:

Total Estimated Study Cost	$818,000
Reconnaissance Phase (Federal)	190,000
Feasibility Phase (Federal)	314,000
Feasibility Phase (Local)	314,000

The reconnaissance phase will be completed in October 2001. Completion of the feasibility study is being determined.

Study	Total Estimated Federal Cost $	Allocation Prior to FY 2001 $	Allocation FY 2001 $	Tentative Allocation FY 2002 $	Additional to Complete After FY 2002 $
Harding Lake, AK Alaska District	100,000	0	50,000	50,000	0

Harding Lake is 4 miles southeast of the junction of the Salcha and Tanana Rivers, in interior Alaska. The lake is 2,400-acres and is surrounded by private and public property with a large number of occasional-use homes and developed recreation sites. The lake provides spawning and rearing habitat for northern pike, rearing habitat for young ciscos, ducks, muskrats, larval insects, and other fish and wildlife. Lake levels have dropped in recent years, with declines in wetland habitats critical to the fish and wildlife that depend upon the wetlands for some life stages. Changes in lake levels are also of concern to public and private developments along the shores of the lake. The Harding Lake Watershed study will identify water resources problems and opportunities related to the lakes watershed and the specific problems associated with lake level fluctuations. An active watershed council has already been formed by stakeholders. The reconnaissance study will determine the whether or not a watershed resources management plan which identifies the combination of recommended actions to be undertaken by various partners and stakeholders in order to achieve the needs and opportunities identified in the study is warranted.

Fiscal Year 2001 funds are being used to initiate the reconnaissance phase of the study. Fiscal Year 2002 funds will be used to complete the reconnaissance phase.

The reconnaissance phase is scheduled for completion in September 2002.

Study	Total Estimated Federal Cost $	Allocation Prior to FY 2001 $	Allocation FY 2001 $	Tentative Allocation FY 2002 $	Additional to Complete After FY 2002 $
Hawaii					
Ala Wai Canal, Oahu, HI Honolulu District	925,000	125,000	105,000	350,000	345,000

The Ala Wai Canal, located in the Waikiki area on the Island of Oahu, is a two-mile long man-made waterway constructed during the 1920's that has served as a collection and transmission point for discharged silt, pollutants and floodwaters from the Makiki, Manoa and Palolo drainage basins and surrounding areas of Waikiki. This drainage area encompasses a total land area of approximately 16.3 square miles. The two-mile long canal is approximately half a mile inland from Hawaii’s major landmark and primary tourist destination Waikiki Beach. The 150-to 250-foot-wide canal was originally dredged to a depth of 25 feet. In recent years the accumulation of debris, especially at the confluence of the major stream tributaries of the Makiki and Manoa-Palolo Stream and the Ala Wai Canal, has resulted in depths of only one to two feet. With increased urbanization of the drainage basin, the potential flood risk to the Waikiki area has become a major concern to the local sponsor. During the passage of Hurricane Iniki in 1992, the Ala Wai Canal overtopped its bank near the McCully Bridge and caused some flooding of streets in the Waikiki area. Flood mitigation measures, including both non-structural and structural alternatives, will be addressed and investigated for potential implementation.

The Ala Wai Canal also serves as an important link between the freshwater ecosystems of the upper drainage basins and the marine environment along the coast. Endemic amphidromous species such as native gobies and shrimp that had once utilized the Ala Wai Canal as a migratory pathway from the mountains to the sea are nearly non-existent. The accumulation of silt and pollutants over the years has resulted in a steady decline in water quality and has affected water flow and circulation. The deterioration of water quality in the canal is evidenced by health warning signs posted by the State of Hawaii Department of Health relating to the consumption of fish and crab, murky waters, floating and submerged debris, foul stench, and the proliferation of tilapia, one of the few fish species capable of surviving in this aquatic environment. This deterioration of water quality has adversely impacted traditional recreational and marine activities. The degradation of water quality in the canal has limited aquatic fauna to alien species capable of surviving in low dissolved oxygen-high sediment aquatic environments. According to a 1989 Hawaii Stream Assessment Survey, native species of gobies once present within the Ala Wai tributaries were no longer found in a recent Fish and Wildlife Survey of the upper Palolo Watershed. In a cooperative effort with Federal, State and local agencies, an effective comprehensive management and restoration plan will need to be implemented to restore aquatic habitat and biological diversity once present in the canal and upstream tributaries.

Study	Total Estimated Federal Cost $	Allocation Prior to FY 2001 $	Allocation FY 2001 $	Tentative Allocation FY 2002 $	Additional to Complete After FY 2002 $

The State Department of Land and Natural Resources, the local sponsor, is fully aware of the cost sharing requirements for a feasibility study and is fully committed to actively participate with the Corps of Engineers. The feasibility cost sharing agreement was executed in March 2001. Fiscal Year 2001 funds are being used to continue into the feasibility study, to include environmental, hydrologic, hydraulic and geotechnical engineering studies. Fiscal Year 2002 funds will be used to continue the feasibility phase studies. The total estimated cost of the feasibility phase is $1,600,000, which is to be cost shared at 50 percent by Federal and non-Federal interests. A summary of study cost sharing is as follows:

Total Estimated Study Cost	$1,725,000
Reconnaissance Phase (Federal)	125,000
Feasibility Phase (Federal)	800,000
Feasibility Phase (Non-Federal)	800,000

The feasibility study completion schedule is being determined.

Study	Total Estimated Federal Cost $	Allocation Prior to FY 2001 $	Allocation FY 2001 $	Tentative Allocation FY 2002 $	Additional to Complete After FY 2002 $
Kahuku Watershed, HI Honolulu District	500,000	0	100,000	50,000	350,000

The Kahuku Area is located on the northeastern coast of the island of Oahu, State of Hawaii, between Kawela and Laie along Highway 83 and covers approximately 2.525 sq kilometers. There are significant opportunities in the Kahuku watershed area for ecosystem improvements combined with floodplain management measures. Kahuku has historically experienced repeated flooding and drainage problems. The most recent major storm occurred in March 1991 which caused substantial damage to the community which flooded the Campbell Wild Life Preserve (managed by the U.S. Fish and Wildlife Service (USFWS)), aquafarms, residences, schools, and businesses. Estimated losses from this event totaled $6.4 to $10.3 million. Several factors can be cited: (1) Ponding in the flat, low-lying developed areas on both sides of Kamehameha Highway due to lack of an adequate drainage system; (2) The formation of sand dunes at the channel mouths which prevent floodwaters from discharging into the ocean; and, (3) Land developments that may have impeded flows to the ocean. In addition, the USFWS is actively seeking to expand the wetlands and birdlife habitat, increasing the ecological value of the area and which simultaneously may provide upstream detention storage. The feasibility study will investigate and recommend improvements to address these problems. The identification of a local sponsor is now under discussion with the City and County of Honolulu, and the State of Hawaii. Both agencies are fully aware of the cost sharing requirements and are fully committed to active participation.

Fiscal year 2001 funds are being used to conduct a reconnaissance study which is scheduled for completion in February 2002. If the study is certified to be in accordance with policy, funds requested for Fiscal Year 2002 would be used to continue into the feasibility phase of the study upon execution of the feasibility cost sharing agreement. The total estimated cost of the feasibility phase will be shared on a 50-50 percent basis by Federal and non-Federal interests. A summary of cost sharing is as follows:

Total Estimated Study Cost	$900,000
Reconnaissance Phase (Federal)	100,000
Feasibility Phase (Federal)	400,000
Feasibility Phase (Non-Federal)	400,000

The feasibility study completion schedule is being determined.

Study	Total Estimated Federal Cost $	Allocation Prior to FY 2001 $	Allocation FY 2001 $	Tentative Allocation FY 2002 $	Additional to Complete After FY 2002 $

2e. Comprehensive Studies: None.

2f. Project Review Studies: None.

3. PRECONSTRUCTION ENGINEERING AND DESIGN - NEW

3a. Navigation: None

3b. Flood Control: None

3c. Shoreline Protection: None.

3d. Multiple Purpose Projects: None.

4. PRECONSTRUCTION ENGINEERING AND DESIGN - CONTINUING

4a. Navigation: The amount of $776,000 is requested in Fiscal Year 2002 for six continuing PED projects.

Alaska Akutan Harbor,AK Alaska District	600,000	0	0	100,000	500,000

The city of Akutan lies on the north shore of Akutan Bay, a large, well-protected bay opening to the Bering Sea on the eastern side of Akutan Island. The city is about 40 miles east of Unalaska/Dutch Harbor (55 miles by boat). Akutan Island is approximately 590 miles southwest of Kodiak and 790 miles southwest of Anchorage. Protected moorage is needed for the fleet of commercial fishing vessels that use Akutan as a base of operations. Local residents report the most severe winds blow from the southeast/east and southwest directions and along the length of the bay throughout the fall and winter months. The eastern part of the bay can sustain waves of 8 feet or more during particularly severe easterly/southeasterly storms. Waves of 5 to 6 feet are common during major storms in the mid-bay vicinity off the Trident Seafood processing plant. The best and most sheltered location for a small boat harbor facility is west of the Trident plant at the head of the bay. During storms, vessels anchor in the head of the bay for protection, but still maintain a crew watch and often maintain power to prevent dragging their anchors. Vessels requiring storm protection include 76 crabbers and trawlers, ranging in size from 80 to 210 feet, and 19 smaller vessels and skiffs, ranging in size from 14 to 32 feet. Fish processing is the major industry attracting vessels to Akutan. The estimated project cost is $20 million and the benefit cost ratio is estimated at 1.3 according to an Interim AE Progress Report, undated. The Aleutians East Borough is the sponsor for the project. The Aleutians East Borough plans to initially provide 25 percent of the Preconstruction Engineering and Design (PED) cost. PED will ultimately be cost-shared at the rate for the project to be constructed. Any adjustments that may be necessary to bring the non-Federal share in line with the project cost sharing will be accomplished in the first year of construction.

Study	Total Estimated Federal Cost $	Allocation Prior to FY 2001 $	Allocation FY 2001 $	Tentative Allocation FY 2002 $	Additional to Complete After FY 2002 $
Total Estimated Preconstruction			Total Estimated Preconstruction		
Engineering and Design Costs	$800,000		Engineering and Design Costs	$800,000	
Initial Federal Share	600,000		Ultimate Federal Share	640,000	
Initial Non-Federal Share	200,000		Ultimate Non-Federal Share	160,000	

The project is not authorized for construction. Fiscal year 2001 funds are being used to finish the feasibility report. Fiscal year 2002 funds will be used to initiate Preconstruction Engineering and Design (PED). The feasibility phase will be completed in July 2002 within available funds. Completion of PED is being determined.

Study	Total Estimated Federal Cost $	Allocation Prior to FY 2001 $	Allocation FY 2001 $	Tentative Allocation FY 2002 $	Additional to Complete After FY 2002 $
Douglas Harbor, AK Alaska District	300,000	0	37,000	100,000	163,000

Douglas is a small community near Juneau on the northeast side of Douglas Island in southeastern Alaska. Local interests desire expansion of the Douglas Small Boat Harbor, which is on the northeast shoreline of Douglas Island with a harbor entrance from Gastineau Channel. Gastineau channel is the main waterway to the city of Juneau and the Douglas area. The Corps of Engineers constructed Douglas Harbor in 1962. The small boat basin is about 3.5 acres with an entrance channel connecting to Gastineau Channel. Both basin and channel are dredged to a depth of 12 feet below mean lower low water. A jetty protects the harbor area from wave action in Gastineau Channel. The harbor has moorage for about 100 small boats. The harbor has a large commercial fleet and a waiting list for berths. Overcrowding of harbor facilities is most common during the commercial fishing season. The harbor can be expanded to accommodate the vessels waiting for moorage, but a wave reduction structure would be needed to protect the entrance channel and new mooring basin from wave action. Commercial fishing vessels have increased in length and draft in the past 10 years, so a deeper entrance channel may also be warranted. Some large vessels are unable to obtain safe moorage in the Douglas/Juneau area and must travel long distances to overwinter, which greatly increases their operating costs. The estimated project cost is $2.9 million and the benefit cost ration is estimated at 1.3 according to the 905b Analysis, 29 Dec 98. The City of Juneau is the likely sponsor and has listed this project as a high priority.

Fiscal Year 2001 funds are being used to complete the feasibility phase. Fiscal Year 2002 funds will be used to initiate PED phase. PED will ultimately be cost-shared at the rate for the project to be constructed but will be financed through the PED period at 25% Non-Federal. Any adjustments necessary to bring the non-Federal contribution in line with the project cost sharing will be accomplished in the first year of construction.

A summary of the study cost sharing follows:

Engineering and Design Costs	$400,000	Engineering and Design Costs	$400,000
Initial Federal Share	300,000	Ultimate Federal Share	320,000
Initial Non-Federal Share	100,000	Ultimate Non-Federal Share	80,000

The project is not authorized for construction. Preconstruction Engineering and Design completion is being determined.

Study	Total Estimated Federal Cost $	Allocation Prior to FY 2001 $	Allocation FY 2001 $	Tentative Allocation FY 2002 $	Additional to Complete After FY 2002 $
False Pass Harbor, AK Alaska District	600,000	0	187,000	100,000	313,000

False Pass is a small community on the east side of Unimak Island at the eastern end of the Aleutian Island chain about 700 air miles southwest of Anchorage. The east shoreline of Unimak Island adjoins Isanotski Strait and Bechevin Bay, which provide passage from the Pacific Ocean to the Bering Sea. Access is by air and water, as no road network exists. The community livelihood comes from the support of commercial fishermen using the passage. The city pier north of the community is available and intended for larger vessel use up to about 300 feet. Smaller boats 25 to 50 feet in length raft together alongside the private piers at the ends in groups of up to six or seven during the summer fishery season. The pier ends are adjacent to the fast-moving currents in the passage and have little lateral bracing. Other transient and local boats anchor in a partially protected cove area north of the piers in the summer. Those facilities handle more than 100 seasonal commercial vessels as well as the local fishing fleet of less than 20 boats. Without safe moorage, weather conditions make it impractical to keep a boat in the water year-round. A protected harbor would enable year-round moorage for commercial fishing activities. Several important fisheries within proximity are salmon, pollock, herring, halibut, crab, and cod, which attract commercial fishermen during the summer to minimize their operating costs. Very good crab and pollock fisheries exist in the Bering Sea to the north of Unimak Island and salmon to the south. Overcrowding of existing facilities occurs frequently during the summer season. Exposed pier and cove use is possible only with good weather. Safe moorage between seasons is not possible for crew changes or refuge from storms. Additional berths in a protected harbor would help meet area demand for an estimated 100 commercial boats without a harbor. A safe harbor facility would induce many of them to locate their boats at False Pass for overall savings in operating cost. A protected harbor can provide space for anticipated commercial fishing use year-round, as well as become a harbor of refuge from storms or other emergencies. Several commercial boats in recent years have been either damaged or sunk within the area because there was no safe refuge from storms. A cost-shared feasibility study was completed in October 2000 and a Chief’s Report was signed in December 2000. Congress authorized construction in the WRDA 2000. The Aleutians East Borough is the sponsor for the project. The estimated project cost is $12.8 million without betterments and the benefit cost ratio is estimated at 1.2 according to the October 2000 Final Interim Feasibility Report. The Aleutians East Borough plans to initially provide 25 percent of the Preconstruction Engineering and Design (PED) cost. PED will ultimately be cost-shared at the rate for the project to be constructed. Any adjustments that may be necessary to bring the non-Federal share in line with the project cost sharing will be accomplished in the year of construction.

Study	Total Estimated Federal Cost $	Allocation Prior to FY 2001 $	Allocation FY 2001 $	Tentative Allocation FY 2002 $	Additional to Complete After FY 2002 $
Total Estimated Preconstruction		Total Estimated Preconstruction			
Engineering and Design Costs	800,000	Engineering and Design Costs	800,000		
Initial Federal Share	600,000	Ultimate Federal Share	640,000		
Initial Non-Federal Share	200,000	Ultimate Non-Federal Share	160,000		

The project is authorized for construction. Fiscal Year 2001 funds are being used to initiate PED. Fiscal Year 2002 funds will be used to continue PED. Completion of PED is being determined.

Study	Total Estimated Federal Cost $	Allocation Prior to FY 2001 $	Allocation FY 2001 $	Tentative Allocation FY 2002 $	Additional to Complete After FY 2002 $
Unalaska Harbor, AK Alaska District	450,000	0	0	226,000	224,000

Unalaska overlooks Iliuliuk Bay and Dutch Harbor on Unalaska Island in the Aleutian Chain. It lies 800 air miles from Anchorage and 1,700 miles northwest of Seattle. Unalaska's economy is based on commercial fishing, fish processing, and fleet services such as fuel, repairs and maintenance, trade, and transportation. The community enjoys a strategic position as the center of a rich fishing area, and for transshipment of cargo between Pacific Rim trading partners. The Great Circle shipping route from major west coast ports to the Pacific Rim passes within 50 miles of Unalaska, and Dutch Harbor provides a natural protection for fishing vessels. Unalaska ranks as the number one port in the nation for seafood volume and value. Dutch Harbor is located within the boundaries of the City of Unalaska. Publicly owned marine facilities in the area do not adequately meet moorage needs at Unalaska. One location in South Channel, Iliuliuk Bay, called "Little South America" could accommodate over 250 boats when fully developed. The proposed Little South America Harbor would be on the south end of Amaknak Island, which is remarkably similar in shape to the continent of South America. The harbor would be protected by stub rubblemound and floating breakwaters. The estimated project cost is $20 million, and the benefit cost ratio is estimated at 1.5 according to the Draft Economics Appendix, September 2000. The City of Unalaska is the sponsor for the project. The City of Unalaska plans to initially provide 25 percent of the Preconstruction Engineering and Design (PED) cost. PED will ultimately be cost-shared at the rate for the project to be constructed. Any adjustments that may be necessary to bring the non-Federal share in line with the project cost sharing will be accomplished in the first year of construction.

Total Estimated Preconstruction Engineering and Design Costs	$600,000	Total Estimated Preconstruction Engineering and Design Costs	$600,000
Initial Federal Share	450,000	Ultimate Federal SharE	480,000
Initial Non-Federal Share	150,000	Ultimate Non-Federal Share	120,000

Project is authorized contingent upon completion of a Chief's Report by 31 December 2001. Fiscal Year 2002 funds will be used to initiate PED. Completion of PED is being determined.

Study	Total Estimated Federal Cost $	Allocation Prior to FY 2001 $	Allocation FY 2001 $	Tentative Allocation FY 2002 $	Additional to Complete After FY 2002 $
Valdez Harbor, AK Alaska District	450,000	0	0	150,000	300,000

Valdez is located at the extreme northeastern end of Valdez Arm in Port Valdez, approximately 115 miles east of Anchorage. The Valdez port area is located near the head of the bay, with the town site occupying the uplands along the north shore. There is currently a lack of adequate moorage space at the small boat harbor. Rafting during the commercial fishing season has been reported up to eight boats deep on a regular basis. The problem is highly seasonal, requiring a large need for transient space primarily during the summer months. The current number of vessel owners waiting for a slip is 156. The waiting time is 5 to 8 years. The Alyeska Pipeline Service Company provides oil spill response support activities for marine areas in and adjacent to Valdez Arm through its SERVS dock. The dock’s exposed location is not protected during adverse weather. SERVS vessels are often subject to severe weather, which can cause vessel damage and undesirable berthing conditions at the present facility. The estimated project cost for the project is $13.8 and the benefit/cost ratio is estimated to be 1.4 according to the 905b Analysis dated 29 Oct 98. The City of Valdez has agreed to sponsor the Preconstruction Engineering and Design cost and is aware of the 25-percent study cost-sharing requirement. PED will ultimately be cost-shared at the rate for the project to be constructed. Any adjustments that may be necessary to bring the non-Federal share in line with the project cost sharing will be accomplished in the first year of construction.

Total Estimated Preconstruction Engineering and Design Costs	$600,000	Total Estimated Preconstruction Engineering and Design Costs	$600,000
Initial Federal Share	450,000	Ultimate Federal Share	480,000
Initial Non-Federal Share	150,000	Ultimate Non-Federal Share	120,000

The project is not authorized for construction. Fiscal Year 2002 funds will be used to initiate PED. Completion of PED is being determined.

Study	Total Estimated Federal Cost $	Allocation Prior to FY 2001 $	Allocation FY 2001 $	Tentative Allocation FY 2002 $	Additional to Complete After FY 2002 $
Barbers Point Harbor Modification, Oahu, HI Honolulu District	600,000	0	130,000	100,000	370,000

Barbers Point Harbor is located on the Ewa plains along the western coast of the Island of Oahu, Hawaii, and is situated adjacent to the 1,367-acre James Campbell Industrial Park (Oahu's major industrial area) and the 800-acre Kapolei Business Park. The harbor was originally intended to serve as a deepwater relief harbor for the port of Honolulu and to service the shipping requirements of the industries at Campbell Industrial Park, thus eliminating or reducing the need for considerable overland transshipment expense involved in importing and exporting via Honolulu Harbor and the congested Honolulu metropolitan area. However, the rapid development and growth of the Ewa plains region and the establishment of the community of Kapolei as Oahu's second urban center near Barbers Point have placed increased importance and demand on the harbor to service the growing communities, businesses, and industries in the Ewa area. The feasibility study is scheduled for completion in September 2000. The recommended plan, estimated to cost $31.0 million ($23.2 million Federal; $7.8 million non-Federal), is to deepen the entrance and access channels to -44 feet and also deepen the turning basin to -42 feet. The benefit-cost ratio is 1.01 to 1. The local sponsor is the State Department of Transportation and they are willing to meet the cost sharing requirements for Preconstruction Engineering and Design (PED) and subsequent project construction in accordance with project cost sharing. PED will ultimately be cost shared at the rate for the project to be constructed but will be financed through the PED period at 25% non-Federal. Any adjustments that may be necessary to bring the non-Federal contribution in line with the project cost sharing will be accomplished in the first year of construction. A summary of study cost sharing is as follows:

Total Estimated Preconstruction Engineering and Design Costs	$800,000	Total Estimated Preconstruction Engineering and Design Costs	$800,000
Initial Federal Share	600,000	Ultimate Federal Share	600,000
Initial Non-Federal Share	200,000	Ultimate Non-Federal Share	200,000

Fiscal Year 2001 funds are being used to complete the feasibility phase. Fiscal Year 2002 funds will be used to initiate PED activities to include bathymetric surveys, and foundation investigations and analysis. PED completion schedule is being determined. The project is not authorized for construction.

Study	Total Estimated Federal Cost $	Allocation Prior to FY 2001 $	Allocation FY 2001 $	Tentative Allocation FY 2002 $	Additional to Complete After FY 2002 $
4b. Flood Control: None					
4c. Shoreline Protection: The amount of $50,000 is requested in Fiscal Year 2001 for one continuing PED.					
Waikiki Area Erosion, Oahu, HI Honolulu District	1,125,000	0	0	50,000	1,075,000

Waikiki Beach is located on the southern coast of the island of Oahu, approximately three miles from metropolitan Honolulu and is a major attraction for both tourists and local resident. It extends approximately two miles from Diamond Head, on the southern end, to the Ala Wai Harbor, on the northern end. The Waikiki Beach Erosion Control Project was authorized for construction by the River and Harbor Act of 1965 (PL 89-298). Due to the economic impacts associated with the physical health of Waikiki Beach, there is a strong Congressional and local interest in continuing this project. The State of Hawaii, Department of Land and Natural Resources, the potential local sponsor, fully understands the cost-sharing requirements of the project. The study will re-evaluate alternatives to restore a recreational reach and to provide stability to the shoreline in the Waikiki area. The study will also include an analysis of environmental resources that have been or may be threatened by erosion of the shoreline and a regional economic development analysis.

Fiscal year 2001 funds are being used to conduct a re-evaluation study which is scheduled for completion in January 2002. If the study determines that the authorized project remains justified and meets current day needs, Fiscal Year 2002 funds will be used to initiate Preconstruction Engineering and Design (PED) activities following execution of a cost sharing agreement. PED will ultimately be cost shared at the rate for the project to be constructed but will be financed through the PED period at 25% non-Federal cost. Any adjustments that may be necessary to bring the non-Federal contribution in line with the project cost sharing will be accomplished in the first year of construction. A summary of cost sharing is as follows:

Total Estimated Preconstruction Engineering and Design Costs	$1,500,000	Total Estimated Preconstruction Engineering and Design Costs	$1,500,000
Initial Federal Share	1,125,000	Ultimate Federal Share	750,000
Initial Non-Federal Share	375,000	Ultimate Non-Federal Share	750,000

PED completion schedule is being determined.

Study	Total Estimated Federal Cost $	Allocation Prior to FY 2001 $	Allocation FY 2001 $	Tentative Allocation FY 2002 $	Additional to Complete After FY 2002 $

4d. Multiple Purpose Projects: None.

APPROPRIATION TITLE: Construction, General - Navigation - Channels and Harbors

PROJECT: Chignik Harbor, Alaska (Continuing)

LOCATION: Chignik is located in southwest Alaska on the south shore of the Alaska Peninsula.

DESCRIPTION: The project consists of a 1,120 foot southern rubblemound breakwater and a 940 foot northern breakwater, with a 150 foot wide entrance channel through a gap in the breakwaters. The harbor will serve 9 acres of moorage.

AUTHORIZATION: Water Resource Development Act of 1996

REMAINING BENEFIT-REMAINING COST RATIO: 2.0 to 1.0 at 7-5/8 percent.

TOTAL BENEFIT-COST RATIO: The current benefit to cost ratio is 2.0 to 1.0 at 7-5/8 percent.

INITIAL BENEFIT-COST RATIO: 2.0 to 1.0 at 7-5/8 percent (FY 1998).

BASIS OF BENEFIT-COST RATIO: Feasibility Report of February 1996 at October 1995 price levels.

SUMMARIZED FINANCIAL DATA:

			STATUS (1 January 01)	Percent Complete	Completion Schedule
Estimated Appropriation Requirement (CofE)		$ 6,500,000			
Estimated Appropriation Requirement (U.S. Coast Guard)		8,000	Entire Project	0	Being determined
Estimated Total Appropriation Requirement		6,508,000			
Future Non-Fed Reimbursement		622,000			
Estimated Federal Cost (Ultimate) (CofE)		5,886,000			
Estimated Non-Fed Cost		1,444,000			
Cash Contributions	$ 722,000				
Other	100,000				
Reimbursement	622,000				
Total Estimated Project		$7,330,000			

SUMMARIZED FINANCIAL DATA (Continued)

		ACCUMULATED % OF EST.
Division: Pacific Ocean	3 April 2001	Chignik Harbor, Alaska

FED COST

Allocations to 30 September 2000	$ 652,000		
Conference Allowance for FY 2001	1,312,000		
Allocations for FY 2001	1,099,000	1/	
Allocations thru 2001	1,751,000	27%	
Allocations requested for FY 2002	3,300,000	78%	
Programmed Balance to Complete after FY 2001	1,449,000	100%	
Unprogrammed Balance to Complete after 2001	0		

PHYSICAL DATA	Northern	Southern
Breakwater Length (ft)	940	1,120
Entrance Channel		
Width (ft)	150	
Depth (ft)	-19.5	
Mooring Area		
Total Area MLLW Depth(ft)	-12 to -16.5	
Acres	9.0	

1/ Reflects $210,000 assigned as savings and slippage, and $3,000 rescinded in accordance with the Consolidated Appropriations Act, 2001.

JUSTIFICATION: The city of Chignik is situated on the south shore of Alaska Peninsula in Southwestern Alaska. It is an active and growing island port whose economy is heavily dependent on commercial fishing. The local fleet presently anchors in the ice free, but inadequately protected harbor or ties up at the exposed city dock. At present boats are subject to overcrowding and hazardous mooring conditions between fishing periods. The anchorage is exposed to all storms from the southeast clockwise to the northwest. The violent southeast and northwest storms often damage and sometimes destroy boats by forcing them ashore or on the exposed rock reefs at low tides. The proposed project would provide a protected harbor, which would produce benefits in the form of reduced boat damage, increased fish harvest, and a harbor of refuge. The average annual navigation benefits attributable to the project are currently estimated at $1,695,400.

FISCAL YEAR 2002: The requested amount of $3,300,000 will be applied as follows:

Complete Breakwaters and Seawalls	3,000,000
Complete Engineering and Design	20,000
Complete Construction Management	280,000
Total	$ 3,300,000

NON-FEDERAL COST: In accordance with the cost sharing and financing concepts reflected in the Water Resources Development Act of 1986, the non-Federal sponsor must comply with the requirements listed below.

Requirements of Local Cooperation	Payments During Construction and Reimbursements	Annual Operation, Maintenance, and Replacement Costs
Provide lands, easements, rights of way, and borrow and excavated or dredged material disposal areas.	$ 100,000	
Pay 10 percent of the costs allocated to deep draft navigation during construction.	$ 722,000	
Reimburse an additional 10 percent of the costs of general navigation features allocated to commercial navigation within a period of 30 years following completion of construction is partially reduced by a credit allowed for the value of lands, easements, rights of way, relocations. and dredged or excavated material disposal areas provided for commercial navigation.	$ 622,000	
Total Non-Federal Costs	$1,444,000	

The non-Federal sponsor has also agreed to make all required payments concurrently with project construction and reimburse its share of construction costs over a period not to exceed thirty years.

STATUS OF LOCAL COOPERATION: The City Council of Chignik, Alaska, has agreed to meet all requirements of local cooperation. The Project Cooperation Agreement was signed on 18 August 2000.

COMPARISON OF FEDERAL COST ESTIMATE: The current Federal (Corps of Engineers) Cost Estimate of $6,500,000 is an increase of $450,000 over the last estimate ($ 6,050,000) presented to Congress in 2000.

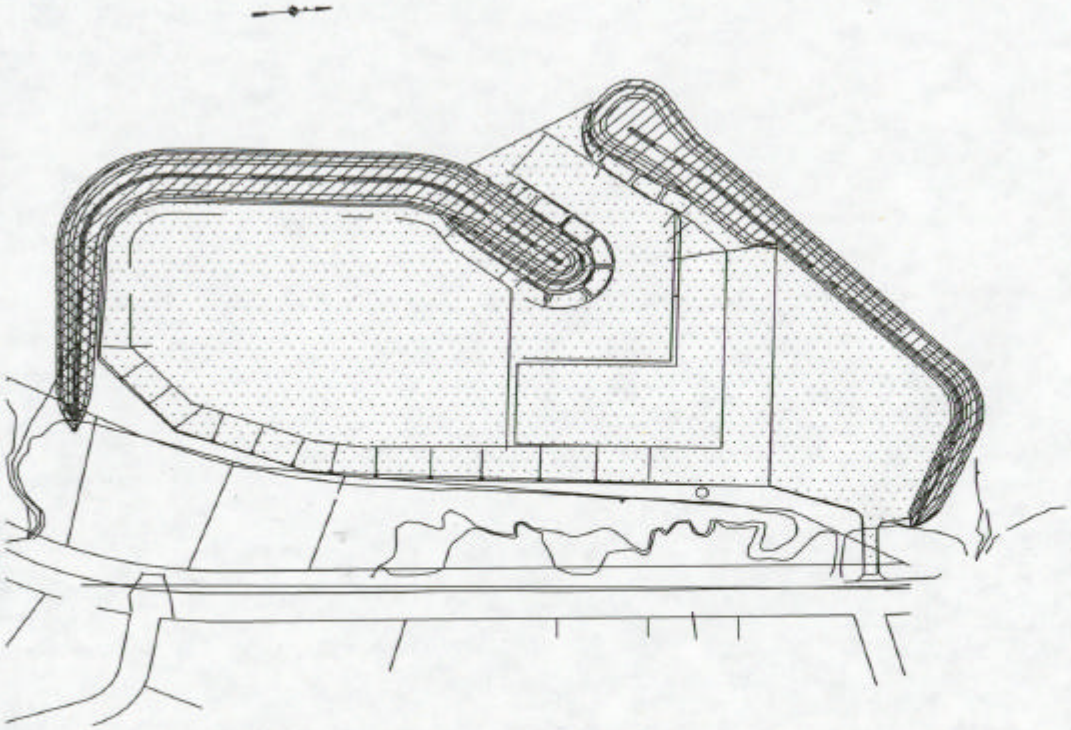
Item	Amount
Price Escalation on Construction Features	$ 150,000
Schedule changes and additional environmental requirements	300,000
Total	$450,000

STATUS OF ENVIRONMENTAL IMPACT STATEMENT AND COMPLIANCE WITH CLEAN WATER ACT:

a. The final supplemental environmental impact statement was submitted to EPA in March 1996.

b. The provisions of Section 404 of the Clean Water Act were met with the submission of the EIS including a Section 404 (b)(1) evaluation to Congress in July 1996.

OTHER INFORMATION: Initial planning funds (PED) were received in FY 1996 and construction funds in FY 1998. The scheduled completion date is a slippage from the latest presented to Congress due to the added requirement of coordinating with environmental agencies due to the presence of the Steller’s Eider in the area of the harbor. The Steller’s Eider has been added to the Endangered Species list.



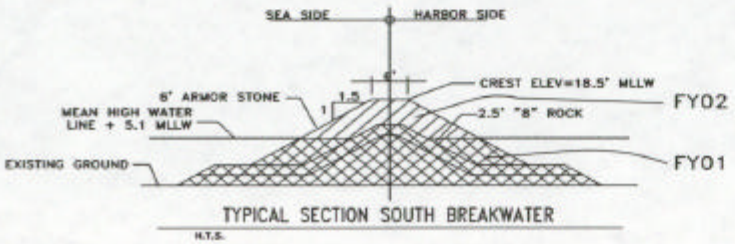
LEGEND

FY 00

FY 01

FY 02

AFTER FY 02



CHIGNIK HARBOR

ALASKA DISTRICT, CORPS OF ENGINEERS
ANCHORAGE, ALASKA

4 JANUARY 2000

APPROPRIATION TITLE: Construction, General - Navigation - Channels and Harbors

PROJECT: Nome Harbor, Alaska (Continuing)

LOCATION: Nome is located on the southern coast of the Seward Peninsula in Western Alaska. The city is approximately 863 km northwest of Anchorage and is the transport and commerce center for Northwest Alaska.

DESCRIPTION: The project consists of a new 1,070 meter-long entrance channel protected by a 910-meter long rubblemound breakwater and sediment collection basins. Extension of an existing causeway bridge to widen the tidal gap was added as a General Navigation Feature. The harbor would provide protected moorage for the existing 170 vessels as well as a fleet of 40 barges and transshipment vessels providing cargo service to the region.

AUTHORIZATION: Water Resource Development Act of 1999

REMAINING BENEFIT-REMAINING COST RATIO: 1.6 to 1.0 at 6-7/8 percent.

TOTAL BENEFIT-COST RATIO: The current benefit to cost ratio is 1.6 to 1.0 at 6-7/8 percent.

INITIAL BENEFIT-COST RATIO: 1.6 to 1.0 at 6-7/8 percent (FY 1998).

BASIS OF BENEFIT-COST RATIO: Chief of Engineers Report of 8 June 1998 and an amendment on 2 August 1999 at October 1998 price levels.

SUMMARIZED FINANCIAL DATA

			STATUS (1 January 01)	Percent Complete	Completion Schedule
Estimated Appropriation Requirement (CofE)		$30,054,000			
Estimated Appropriation Requirement (U.S. Coast Guard)		10,000	Entire Project	0	Being determined
Estimated Total Appropriation Requirement		30,064,000			
Future Non-Fed Reimbursement		1,770,000			
Estimated Federal Cost (Ultimate) (CofE)		28,294,000			
Estimated Non-Fed Cost		8,367,000			
Cash Contributions	$4,655,000				
Other	1,625,000				
Reimbursement	1,770,000				
Local Service Facilities	317,000				
Total Estimated Project		$36,661,000			

SUMMARIZED FINANCIAL DATA (Continued)

		ACCUMULATED % OF EST. FED COST
Allocations to 30 September 2000	$ 454,000	
Conference Allowance for FY 2001	1,000,000	
Allocations for FY 2001	840,000 1/	
Allocations thru 2001	1,294,000	3%
Allocations requested for FY 2002	2,200,000	7%
Programmed Balance to Complete after FY 2001	26,560,000	100%
Unprogrammed Balance to Complete after 2001	0	

PHYSICAL DATA	Main	Spur
Breakwater Length (m)	910	70
Entrance Channel		
Width (m)	45.7 to 107	
Depth (m)	-3.0 to –6.7	
Sediment bypass System (depth)	-6.7	
Dock Approach Channel (depth)	-6.7	

1/ Reflects $160,000 assigned as savings and slippage, and $2,000 rescinded in accordance with the Consolidated Appropriations Act, 2001.

JUSTIFICATION: Nome, located on the Seward Peninsula in Western Alaska, is a major transshipment point for Northwestern Alaska communities and is also port to a developing commercial crab and halibut fishery. Even under moderate seas, treacherous conditions can exist within the channel and entrance area due to the highly reflective sheet-pile lined channel, poor jetty configuration and inadequate channel depths. Barges and other vessels using the entrance area incur extensive damage when wave action causes them to impact the sheet-pile walls. Vessel impacts into the sheet pile have in turn necessitated millions of dollars worth of repairs about every decade. High dredging maintenance costs and potential toxic disposal problems also exist with the existing project.

FISCAL YEAR 2002: The requested amount of $2,200,000 will be applied as follows:

Complete Breakwaters and Seawalls	1,900,000
Complete Engineering and Design	100,000
Complete Construction Management	200,000
Total	$ 2,200,000

SUMMARIZED FINANCIAL DATA (Continued)

NON-FEDERAL COST: In accordance with the cost sharing and financing concepts reflected in the Water Resources Development Act of 1986, the non-Federal sponsor must comply with the requirements listed below.

Requirements of Local Cooperation	Payments During Construction and Reimbursements	Annual Operation, Maintenance, and Replacement Costs
Provide lands, easements, rights of way, and borrow and excavated or dredged material disposal areas.	$1,625,000	
Pay 10 percent of the costs allocated to deep draft navigation during construction.	$3,156,000	
Pay 25 percent of the costs allocated to general navigation features during construction.	$1,499,000	
Reimburse an additional 10 percent of the costs of general navigation features allocated to commercial navigation within a period of 30 years following completion of construction is partially reduced by a credit allowed for the value of lands, easements, rights of way, relocations. and dredged or excavated material disposal areas provided for commercial navigation.	$1,770,000	
Local Service Facilities	$ 317,000	
Total Non-Federal Costs	$8,367,000	$0

The non-Federal sponsor has also agreed to make all required payments concurrently with project construction and reimburse its share of construction costs over a period not to exceed thirty years.

STATUS OF LOCAL COOPERATION: The City Council of Nome, Alaska, has agreed to meet all requirements of local cooperation. A Letter of Assurance was transmitted to the Corps of Engineers in June 1998. The city is preparing a financing plan for their portion of the required funds.
SUMMARIZED FINANCIAL DATA (Continued)

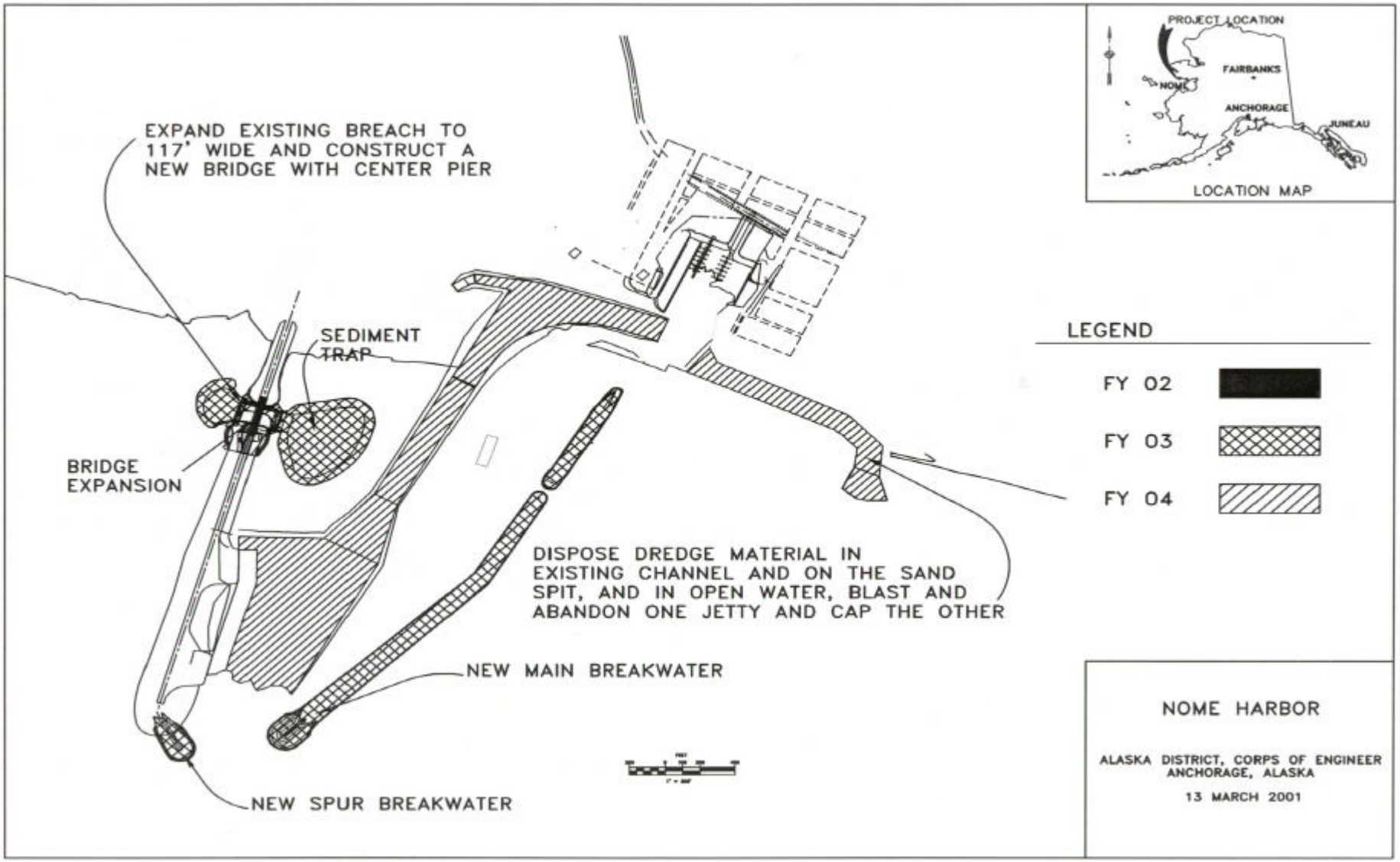
COMPARISON OF FEDERAL COST ESTIMATE: The current Federal (Corps of Engineers) Cost Estimate of $36,661,000 is the first estimate provided to Congress.

STATUS OF ENVIRONMENTAL IMPACT STATEMENT AND COMPLIANCE WITH CLEAN WATER ACT:

a. The FONSI was signed on 30 June 1998.

b. The provisions of Section 404 of the Clean Water Act were met with the submission of the EIS including a Section 404 (b)(1) evaluation to Congress in June 1998.

OTHER INFORMATION: Initial planning funds (PED) were received in FY 1999 and initial construction funds in FY 2001. Local service facilities estimated to cost $317,000 are also required for the project.


EXPAND EXISTING BREACH TO 117' WIDE AND CONSTRUCT A NEW BRIDGE WITH CENTER PIER
SEDIMENT TRAP
BRIDGE EXPANSION
DISPOSE DREDGE MATERIAL IN EXISTING CHANNEL AND ON THE SAND SPIT, AND IN OPEN WATER, BLAST AND ABANDON ONE JETTY AND CAP THE OTHER
NEW MAIN BREAKWATER
NEW SPUR BREAKWATER
PROJECT LOCATION
FAIRBANKS
NOME
ANCHORAGE
JUNEAU
LOCATION MAP
LEGEND
FY 02
FY 03
FY 04
NOME HARBOR
ALASKA DISTRICT, CORPS OF ENGINEER
ANCHORAGE, ALASKA
13 MARCH 2001

APPROPRIATION TITLE: Construction, General - Navigation - Channels and Harbors

PROJECT: Saint Paul Harbor, Alaska (Continuing)

LOCATION: Saint Paul is the northernmost of the Pribilof Islands, located in the southeastern Bering Sea approximately 800 air miles west southwest of Anchorage.

DESCRIPTION: The project consists of a dredged entrance channel at -32 feet MLLW, a maneuvering basin at -29 feet MLLW, a spending beach on the lee side of the existing detached breakwater, three offshore reefs parallel to the existing main breakwater, an environmental restoration feature to increase the flow of water into the Salt Lagoon and a small boat harbor with an entrance channel and maneuvering area dredged to a 20-foot depth and a small breakwater. The harbor improvements will accommodate increased boat and ship traffic and reduce damage to facilities and vessels from storm waves overtopping the existing main breakwater.

AUTHORIZATION: Water Resource Development Act of 1996 as modified by Section 303 of the Water Resources Development Act of 1999

REMAINING BENEFIT-REMAINING COST RATIO: 1.7 to 1.0 at 7-1/8 percent.

TOTAL BENEFIT-COST RATIO: The current benefit to cost ratio is 1.7 to 1.0 at 7-1/8 percent.

INITIAL BENEFIT-COST RATIO: 1.7 to 1.0 at 7-3/8 percent (FY 1998).

BASIS OF BENEFIT-COST RATIO: Chief of Engineers Report of 23 December 1996 at October 1996 price levels.

SUMMARIZED FINANCIAL DATA:

Estimated Appropriation Requirement (CofE)		$ 23,125,000
Estimated Appropriation Requirement (U.S. Coast Guard)		0
Estimated Total Appropriation Requirement		23,125,000
Future Non-Fed Reimbursement		2,901,000
Estimated Federal Cost (Ultimate) (CofE)		20,224,000
Estimated Non-Fed Cost		9,507,000
Cash Contributions	$6,551,000	
Other	55,000	
Reimbursement	2,901,000	
Total Estimated Project		$29,731,000

STATUS (1 January 01)	Percent Complete	Completion Schedule
Entire Project	50	Being determined

SUMMARIZED FINANCIAL DATA (Continued)

		ACCUMULATED % OF EST FED COST
Allocations to 30 September 2000	$ 7,794,000	
Conference Allowance for FY 2001	5,616,000	
Allocations for FY 2001	4,706,000 1/	
Allocations thru 2001	12,300,000	57%
Allocations requested for FY 2002	700,000	60%
Programmed Balance to Complete after FY 2002	9,925,000	100%
Unprogrammed Balance to Complete after 2002	0	

PHYSICAL DATA	Main	Detached
Breakwater Length (ft)	1,800	970
Entrance Channel		
Width (ft)	150	
Depth (ft)	-32	
Offshore Reefs		
Length (ft)		1,250
Crest Elevation (ft)	-12	
Maneuvering Basin		
Total Area MLLW Depth	-29	
Acres	11.0	

SUMMARIZED FINANCIAL DATA (Continued)
1/ Reflects $899,000 assigned as savings and slippage, and $ 11,000 rescinded in accordance with the Consolidated Appropriations Act, 2001.

JUSTIFICATION: The city of Saint Paul is situated on the southwestern end of Saint Paul Island in the eastern Bering Sea. It is an active and growing island port whose economy is heavily dependent on commercial fishing. Storm waves overtopping and transmitting through the main breakwater create hazardous conditions and damage vessels and facilities in a harbor which serves a fishing fleet 3 times greater than designed. The maneuvering area is inadequate for the increased numbers of vessels which are much larger than the original design vessel and harbor operations have changed significantly since initial construction. The proposed improvements would provide reduction in storm wave damages, increased efficiencies in harbor operations, and increased economies in transporting processed product. The average annual navigation benefits attributable to the project are currently estimated at $2,613,000.

SUMMARIZED FINANCIAL DATA (Continued)

FISCAL YEAR 2002: The requested amount of $700,000 will be applied as follows:

Continue Breakwaters and Seawalls	400,000
Continue Engineering and Design	250,000
Continue Construction Management	50,000
Total	$ 700,000

NON-FEDERAL COST: In accordance with the cost sharing and financing concepts reflected in the Water Resources Development Act of 1986, the non-Federal sponsor must comply with the requirements listed below.

SUMMARIZED FINANCIAL DATA (Continued)

Requirements of Local Cooperation	Payments During Construction and Reimbursements	Annual Operation, Maintenance, and Replacement Costs
Provide lands, easements, rights of way, and borrow and excavated or dredged material disposal areas.	$ 55,000	
Pay 10 percent of the costs allocated to general navigation features during construction.	$ 556,000	
Pay 25 percent of the costs allocated to general navigation features during construction.	$6,551,000	
Reimburse an additional 10 percent of the costs of general navigation features allocated to commercial navigation within a period of 30 years following completion of construction is partially reduced by a credit allowed for the value of lands, easements, rights of way, relocations, and dredged or excavated material disposal areas provided for commercial navigation.	$2,891,000	
Total Non-Federal Costs	$9,507,000	$ 0

SUMMARIZED FINANCIAL DATA (Continued)

The non-Federal sponsor has also agreed to make all required payments concurrently with project construction and reimburse its share of construction costs over a period not to exceed thirty years.

STATUS OF LOCAL COOPERATION: The City Council of St Paul, Alaska, has agreed to meet all requirements of local cooperation. A Letter of Assurance was transmitted to the Corps of Engineers in June 1996. The Project Cooperation Agreement was signed in November 1998. The city has submitted a financing plan for their portion of the required funds. A modification to the Project Cooperation Agreement will be executed in May 2002 to include the small boat harbor.

SUMMARIZED FINANCIAL DATA (Continued)

COMPARISON OF FEDERAL COST ESTIMATE: The current Federal (Corps of Engineers) Cost Estimate of $23,125,000 is an increase of $200,000 over the last estimate ($23,925,000) presented to Congress (FY 2001).

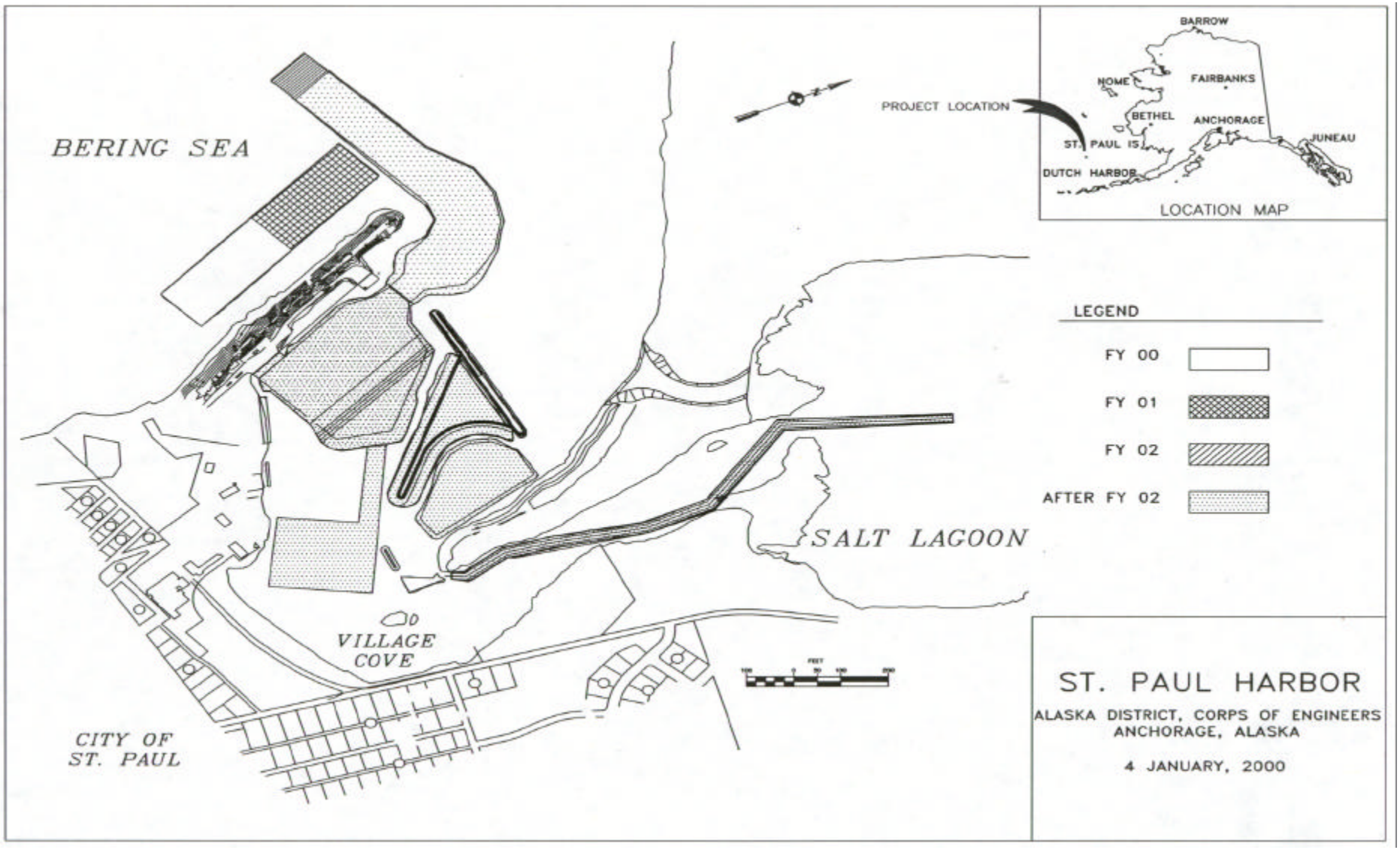
Item	Amount
Price Escalation on Construction Features	200,ooo
Total	200,000

STATUS OF ENVIRONMENTAL IMPACT STATEMENT AND COMPLIANCE WITH CLEAN WATER ACT:

a. The FONSI was signed on 31 July 1996.

b. The provisions of Section 404 of the Clean Water Act were met with the submission of the EA including a Section 404 (b)(1) evaluation to Congress in July 1996.

OTHER INFORMATION: Initial planning funds (PED) were received in FY 1996 and initial construction funds in FY 1998. Local service facilities estimated to cost $8,844,000 are also required for the project.
Project modified to include small boat harbor in WRDA 99.


BERING SEA
PROJECT LOCATION
BARROW
NOME
FAIRBANKS
BETHEL
ANCHORAGE
ST. PAUL IS.
JUNEAU
DUTCH HARBOR
LOCATION MAP
LEGEND
FY 00
FY 01
FY 02
AFTER FY 02
SALT LAGOON
VILLAGE COVE
CITY OF ST. PAUL
ST. PAUL HARBOR
ALASKA DISTRICT, CORPS OF ENGINEERS
ANCHORAGE, ALASKA
4 JANUARY, 2000

APPROPRIATION TITLE: Construction, General - Navigation - Channels and Harbors

PROJECT: Kikiaola Small Boat Harbor, Kauai, Hawaii (Continuing)

LOCATION: Kikiaola Harbor is located on the southwest coast of the island of Kauai, approximately 1 mile southeast of Kekaha and approximately 2 miles west of Waimea.

DESCRIPTION: The recommended plan consists of improvements to an existing State-owned facility initially constructed by the State of Hawaii in 1959. The plan includes removal of 150 feet from an existing outer east stub breakwater, removal and reconstruction of an 85-foot long inner east stub breakwater, modification of 220 feet of the existing west breakwater, modification of 820 feet of the existing east breakwater, dredging a new 700-foot long entrance channel to a depth of 11 feet and varying in width from 105 to 205 feet and a 320-foot long access channel to a depth of 7 feet and varying in width from 70 to 105 feet. The plan of improvements will provide berthing for 45 vessels.

AUTHORIZATION: Section 101 of the Rivers and Harbors Act of 1968 (Public Law 90-483).

REMAINING BENEFIT-REMAINING COST RATIO: 3.5 to 1 at 3-1/4 percent.

INITIAL BENEFIT-COST RATIO: 2.7 TO 1 at 3-1/4 percent.

TOTAL BENEFIT-COST RATIO: 2.7 to 1 at 3-1/4 percent.

BASIS OF BENEFIT-COST RATIO: Benefits are based on a General Reevaluation Report approved in December 1998 at October 1997 price levels.

SUMMARIZED FINANCIAL DATA		STATUS (1 JAN 2000)	PERCENT COMPLETE	PHYSICAL COMPLETION SCHEDULE
Estimated Appropriation Requirement (CofE)	$5,620,000	Entire Project	0	Being Determined.
Estimated Appropriation Requirement (USCG)	35,000			
Estimated Total Appropriation Requirement	$5,655,000			
Future Non-Federal Reimbursement	524,000			
Estimated Federal Cost (Ultimate)	$5,131,000			

SUMMARIZED FINANCIAL DATA (Continued)

Estimated Non-Federal Cost		$1,250,000		
Cash Contributions	$ 625,000			
Other Costs	101,000			
Reimbursements	$ 524,000			
Total Estimated Project Cost		$6,381,000		
			ACCUM PCT OF EST FED COST	
Allocations to 30 September 2000		$1,314,000		
Conference Allowance for FY 2001		3,437,000		
Allocation for FY 2001		2,880,000	1/	
Allocations through FY 2001		4,194,000	75	
Allocation Requested for FY 2002		1,275,000	97	
Programmed Balance to Complete after FY 2002		151,000		
Unprogrammed Balance to Complete after FY 2002		0		

PHYSICAL DATA

Entrance Channel:
- Length - 700 feet
- Width - 105 to 205 feet
- Depth - 11 feet

Modified Breakwater:
- Length - 1,040 feet

New Breakwater:
- Length - 85 feet

Access Channel:
- Length - 320 feet
- Width - 70 to 105 feet
- Depth - 7 feet

1/ Reflects $550,000 reduction assigned as savings and slippage and $7,000 rescinded in accordance with the Consolidated Appropriations Act, 2001.

JUSTIFICATION: Vessels entering and leaving the existing State owned facility at Kikiaola Harbor continue to experience hazardous navigation conditions. The navigation problems at Kikiaola Harbor are directly attributed to the shallow depths in the entrance channel resulting in steep wave fronts and breaking wave conditions. In the past, numerous boats have sustained damages from the shallow depths and surge within the basin and channel. A recent survey of registered boaters on the island of Kauai revealed that about 35 percent of the respondents sustained damages averaging about $700 per incident to their vessels at Kikiaola Harbor. The conditions at Kikiaola Harbor are also responsible for the present frequency of usage of the harbor. Despite its proximity to productive fishing grounds and its strategic location for commercial passenger boat operators, Kikiaola Harbor is underutilized. The proposed modifications to existing protective structures and dredging of a deeper and wider entrance and access channels will reduce surge and wave actions within the channel and basin. Survey responses show that the proposed plan of improvements will attract commercial fishermen and commercial passenger boat operators and result in increased usage of the harbor. These users will launch an estimated 1,500 additional boat trips a year from the modified harbor. The harbor, when fully developed, will have a berthing area of 0.7 acre with a maximum capacity of 45 vessels and provide a safe transit and haven for all vessels. The average annual navigational benefits attributable to the project are currently estimated at $631,000.

SUMMARIZED FINANCIAL DATA (Continued)

FISCAL YEAR 2002: The requested amount will be applied as follows:

Breakwater and Harbor Construction	$1,050,000
Engineering and Design	75,000
Construction Management	150,000
Total	$1,275,000

NON-FEDERAL COSTS: In accordance with the cost sharing and financing concepts reflected in the Water Resources Development Act of 1986, the non-Federal sponsor must comply with the requirements listed below:

Requirements of Local Cooperation	Payments During Construction And Reimbursements	Annual Operation, Maintenance, and Replacement Costs
Provide lands, easements, rights-of-way, and dredged material disposal areas.	$ 101,000	
Pay 10 percent of the costs allocated to general navigation facilities during construction.	625,000	
Reimburse an additional 10 percent of the costs of general navigation features allocated to commercial navigation within a period of 30 years following completion of construction, as partially reduced by a credit allowed for the value of lands, easements, rights-of-way, relocations, and dredged or excavated material disposal areas provided for commercial navigation.	524,000	
Total Non-Federal Costs	$1,250,000	
	$18,000	

SUMMARIZED FINANCIAL DATA (Continued)

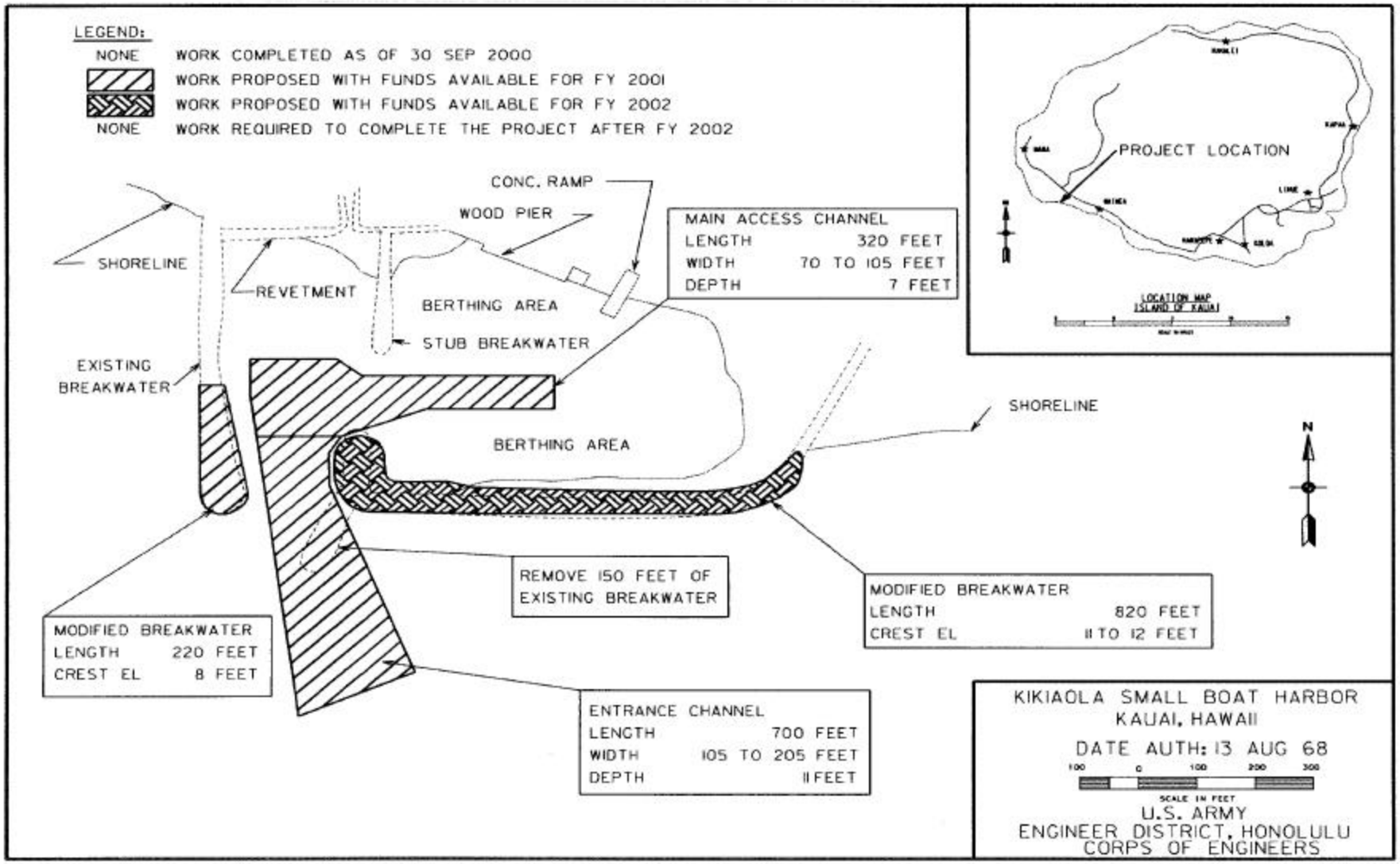
The non-Federal sponsor has agreed to make all required payments concurrently with project construction and reimburse its share of construction costs over a period of 30 years following completion of construction.

STATUS OF LOCAL COOPERATION: The non-Federal sponsor is the State of Hawaii. In May 1998, the State Department of Land and Natural Resources reaffirmed their willingness to share the total cost of project implementation. The project cooperation agreement is scheduled to be executed in November 2001. The State of Hawaii has requested that the State berthing area (a local service facility) be constructed in conjunction with the Federal project.

COMPARISON OF FEDERAL COST ESTIMATE: The current Federal (Corps of Engineers) cost estimate of $5,620,000 is an increase of $581,000 from the latest estimate ($5,039,000) presented to Congress (FY 2000) is attributed to price escalation on construction features and estimating adjustments due to more detailed drawings.

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: An Environmental Assessment/Finding of No Significant Impact was signed on 3 June 1998.

OTHER INFORMATION: Funds to initiate preconstruction engineering and design were appropriated in FY 1994. The General Reevaluation Report was approved by HQUSACE in December 1998.


LEGEND:
NONE
WORK COMPLETED AS OF 30 SEP 2000
WORK PROPOSED WITH FUNDS AVAILABLE FOR FY 2001
WORK PROPOSED WITH FUNDS AVAILABLE FOR FY 2002
NONE
WORK REQUIRED TO COMPLETE THE PROJECT AFTER FY 2002
CONC. RAMP
WOOD PIER
SHORELINE
REVETMENT
BERTHING AREA
STUB BREAKWATER
EXISTING BREAKWATER
MAIN ACCESS CHANNEL
LENGTH 320 FEET
WIDTH 70 TO 105 FEET
DEPTH 7 FEET
SHORELINE
BERTHING AREA
N
REMOVE 150 FEET OF EXISTING BREAKWATER
MODIFIED BREAKWATER
LENGTH 220 FEET
CREST EL 8 FEET
MODIFIED BREAKWATER
LENGTH 820 FEET
CREST EL 11 TO 12 FEET
ENTRANCE CHANNEL
LENGTH 700 FEET
WIDTH 105 TO 205 FEET
DEPTH 11 FEET
PROJECT LOCATION
LOCATION MAP
ISLAND OF KAUAI
KIKIAOLA SMALL BOAT HARBOR
KAUAI, HAWAII
DATE AUTH: 13 AUG 68
100 0 100 200 300
SCALE IN FEET
U.S. ARMY
ENGINEER DISTRICT, HONOLULU
CORPS OF ENGINEERS

APPROPRIATION TITLE: Construction, General - Navigation - Channels and Harbors

PROJECT: Maalaea Harbor, Maui, Hawaii (Continuing)

LOCATION: Maalaea Bay is situated on the southwest coast of Maui, approximately 7 miles south of Wailuku, the county seat of Maui, State of Hawaii.

DESCRIPTION: The authorized plan consists of improvements to an existing State-owned facility initially constructed by the State of Hawaii in 1952. The plan includes a 620-foot long extension of the south breakwater, a new 610-foot long, 150- to 180-foot wide, 12- to 15-foot deep entrance channel, a 1.7-acre and 12-foot deep turning basin and a 720-foot long, 80-foot wide and an 8-foot deep access channel. The improvements will allow an increase in berthing capacity from the existing 93 mooring spaces to a maximum capacity of 220 vessels.

AUTHORIZATION: Section 101 of the Rivers and Harbors Act of 1968 (Public Law 90-483) in accordance with provisions contained in House Document No. 353, 90th Congress, 2nd Session, dated July 8, 1968.

REMAINING BENEFIT-REMAINING COST RATIO: 6.4 to 1 at 3-1/4 percent.

TOTAL BENEFIT-COST RATIO: 4.5 to 1 at 3-1/4 percent.

INITIAL BENEFIT-COST RATIO: 5.6 to 1 at 3-1/4 percent (FY 1990). The benefit-cost ratio is based on the project functioning independently.

BASIS OF BENEFIT-COST RATIO: Benefits are based on a reevaluation completed in February 1996 at October 1995 price levels.

SUMMARIZED FINANCIAL DATA		STATUS (1 JAN 2001)	PERCENT COMPLETE	COMPLETION SCHEDULE
Estimated Appropriation Requirement (CofE)	$11,883,000	Entire Project	0	Being Determined
Estimated Appropriation Requirement (USCG)	20,000			
Estimated Total Appropriation Requirement	$11,903,000			
Future Non-Federal Reimbursement	1,311,000			
Estimated Federal Cost (Ultimate)	$10,592,000			

SUMMARIZED FINANCIAL DATA (Continued)

				PHYSICAL DATA
Estimated Non-Federal Cost		$2,642,000		Entrance Channel:
Cash Contributions	$1,321,000			Length - 610 feet
Other Costs	10,000			Width - 150 to 180 feet
Reimbursements	$1,311,000			Depth - 12 to 15 feet
Total Estimated Project Cost		$13,234,000		Turning Basin:
			ACCUM PCT OF EST FED COST	Area - 1.7 acres
				Depth - 12 feet
Allocations to 30 September 2000		$3,711,000		Breakwater Extension
Conference Allowance for FY 2001		325,000		Length - 620 feet
Allocation for FY 2001		272,000	1/	
Allocations through FY 2001		3,983,000	34	Access Channel:
Allocation Requested for FY 2002		325,000	36	Length - 720 feet
Programmed Balance to Complete after 2002		7,575,000		Width - 80 feet
Unprogrammed Balance to Complete after 2002		0		Depth - 8 feet

1/ Reflects $52,000 reduction assigned as savings and slippage, and $1,000 rescinded in accordance with the Consolidated Appropriations Act, 2001.

JUSTIFICATION: Vessels moored in the existing State-owned facility at Maalaea Harbor have experienced surge and wave action from ocean swells generated by storms occurring in the southern hemisphere. The existing entrance channel is open to southerly swells and storm waves which directly enter the harbor basin causing damages to the vessels moored inside. The surge action renders much of the harbor basin unusable for safe mooring of vessels. The enlargement, deepening and the relocation of the entrance channel and extension of the existing south breakwater would reduce surge and wave action within the basin. These improvements would also increase the usable harbor basin area allowing Maui District boaters currently awaiting slips at Maalaea to safely wet-store their vessels at the harbor and provide safer navigation conditions for vessels using the facility. The harbor, when fully developed, would have a basin area of 13.5 acres with a maximum capacity of approximately 220 boats. Annual benefits for the project are summarized below:

Annual Benefits	Amount
Damage Reduction	$ 326,000
Commercial Fishing	96,000
Commercial Navigation	1,985,000
Total	$2,407,000

SUMMARIZED FINANCIAL DATA (Continued)

FISCAL YEAR 2002: The requested amount of $325,000 will be used for Engineering and Design.

NON-FEDERAL COSTS: In accordance with the cost sharing and financing concepts reflected in the Water Resources Development Act of 1986, the non-Federal sponsor must comply with the requirements listed below:

Requirements of Local Cooperation	Payments During Construction and Reimbursements	Annual Operation, Maintenance, and Replacement Costs
Provide lands, easements, rights-of-way, and dredged material disposal areas.	$ 10,000	
Pay 10 percent of the costs allocated to general navigation facilities during construction.	1,321,000	
Reimburse an additional 10 percent of the costs of general navigation features allocated to commercial navigation within a period of 30 years following completion of construction, as partially reduced by a credit allowed for the value of lands, easements, rights-of-way, relocations, and dredged or excavated material disposal areas provided for commercial navigation.	1,311,000	
Total Non-Federal Costs	$2,642,000	$0

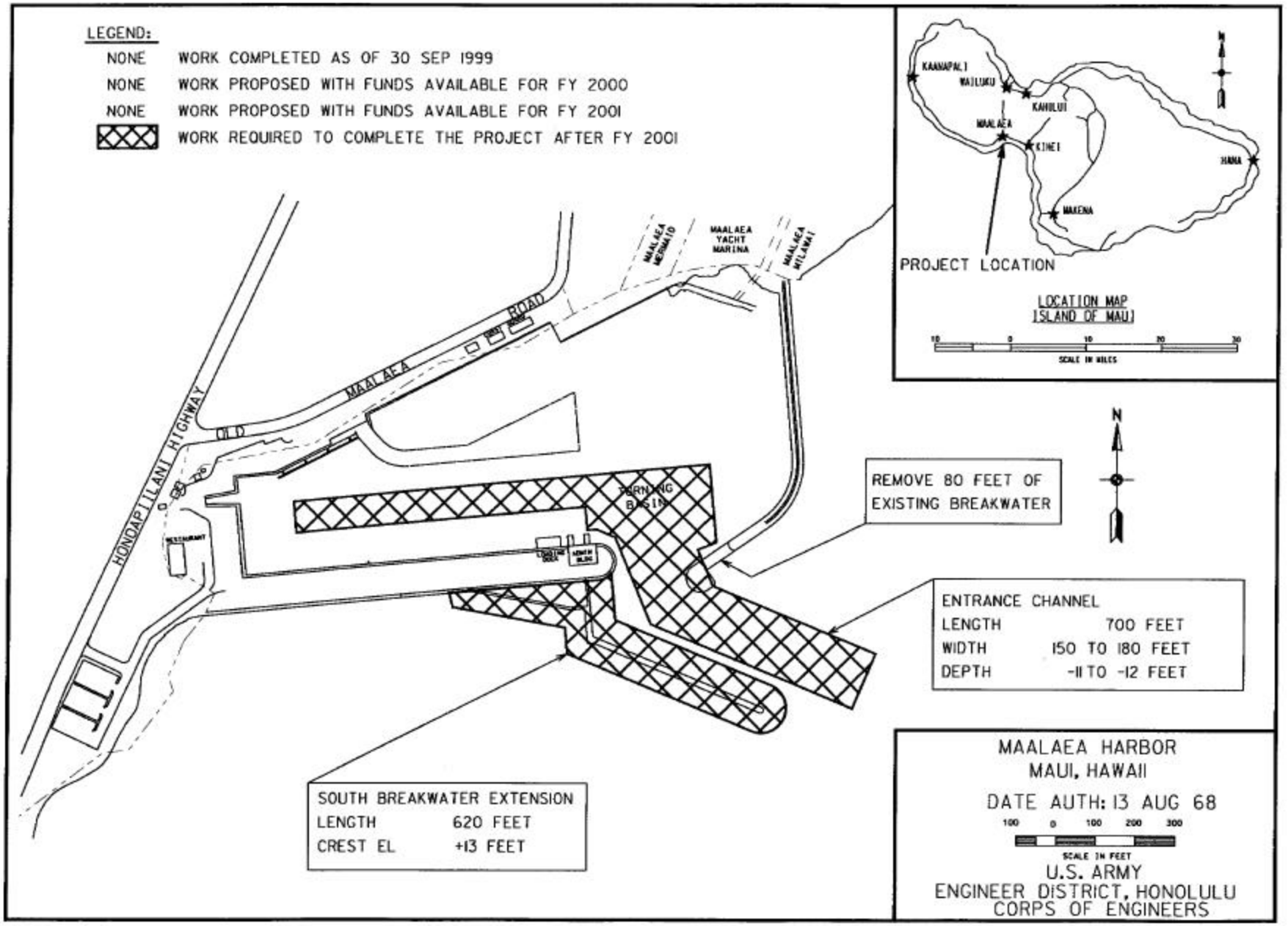
The non-Federal sponsor has agreed to make all required payments concurrently with project construction and reimburse its share of construction costs over a period of 30 years following completion of construction.

STATUS OF LOCAL COOPERATION: The non-Federal sponsor is the State of Hawaii. The entire local share of the project first costs was appropriated by the 1989 State of Hawaii Legislature for the Harbors Division Capital Improvements Program (CIP) for the fiscal 1990-1991 biennium. The funds were transferred to the Department of Land and Natural Resources, Division of Boating and Ocean Recreation (DLNR-DBOR) on April 15, 1997 when the designated point of contact for the State was moved to DLNR-DBOR from the Harbors Division. Because of the delays in finalizing the design, caused by environmental concerns, the State of Hawaii has rescinded their funding. The funds will be reinstated prior to the construction award.

COMPARISON OF FEDERAL COST ESTIMATE: The current Federal (Corps of Engineers) cost estimate of $11,883,000 is an increase of $437,000 from the last estimate ($11,446,000) presented to Congress (FY 2000). This change is due to the requirement to perform a physical model study of the alternatives to address environmental concerns. The environmental issues were raised in response to the 1998 Draft Supplemental Impact Statement.

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: The final EIS was filed with the EPA on April 28, 1980. A supplement to the EIS was completed in July 1994. The draft second supplement to the EIS was completed and circulated May 1998. Numerous public and agency comments and concerns were received regarding the project's impacts on coral reef and surfing resources. These concerns are currently being addressed and include an independent review of alternatives and physical model studies to evaluate the impacts of alternative project features on surfing sites and navigability.

OTHER INFORMATION: Funds to initiate preconstruction engineering and design were appropriated in FY 1979. Funds to initiate construction were appropriated in FY 1990. Construction contract award date is being determine


LEGEND:
NONE WORK COMPLETED AS OF 30 SEP 1999
NONE WORK PROPOSED WITH FUNDS AVAILABLE FOR FY 2000
NONE WORK PROPOSED WITH FUNDS AVAILABLE FOR FY 2001
WORK REQUIRED TO COMPLETE THE PROJECT AFTER FY 2001
KAANAPALI
WAILUKU
KAHULUI
MAALAEA
KIHEI
HANA
MAKENA
PROJECT LOCATION
LOCATION MAP
ISLAND OF MAUI
SCALE IN MILES
MAALAEA YACHT MARINA
MAALAEA MERMAID
MAALAEA MILAWAI
HONOAPIILANI HIGHWAY
OLD
MAALAEA
ROAD
TURNING BASIN
REMOVE 80 FEET OF EXISTING BREAKWATER
N
ENTRANCE CHANNEL
LENGTH 700 FEET
WIDTH 150 TO 180 FEET
DEPTH -11 TO -12 FEET
SOUTH BREAKWATER EXTENSION
LENGTH 620 FEET
CREST EL +13 FEET
MAALAEA HARBOR
MAUI, HAWAII
DATE AUTH: 13 AUG 68
100 0 100 200 300
SCALE IN FEET
U.S. ARMY
ENGINEER DISTRICT, HONOLULU
CORPS OF ENGINEERS

APPROPRIATION TITLE: Construction, General - Local Protection (Flood Control)

PROJECT: Iao Stream Flood Control Project, Maui, Hawaii (Continuing Deficiency Correction)

LOCATION: The project is located in Wailuku, Maui County, Hawaii.

DESCRIPTION: Project consists of deficiency correction by structural modifications to correct erosion problems associated with the federally constructed single purpose Iao Stream Flood Control Project completed in May 1981.

AUTHORIZATION: Section 203 of the Flood Control Act of 1968 (PL 90-483).

REMAINING BENEFIT-REMAINING COST RATIO: 1.3 to 1 at 6-7/8 percent (Deficiency Correction Only).

TOTAL BENEFIT-COST RATIO: 1.2 to 1 at 6-7/8 percent (Deficiency Correction Only).

INITIAL BENEFIT-COST RATIO: 1.4 to 1 at 6-1/8 percent (1977)

BASIS OF BENEFIT-COST RATIO: Benefits are based on a Modifications to Completed Project Report dated March 1995 at October 1994 price levels.

SUMMARIZED FINANCIAL DATA

Original Project		
Actual Federal Cost		$12,285,000
Actual Non-Federal Cost		274,262
Other Costs	$274,262	
Total Original Project Cost		$12,559,262
Remedial Work		
Estimated Federal Cost		$15,004,000
Estimated Non-Federal Cost		5,001,000
Cash Contributions	$4,378,000	
Other Costs	623,000	
Total Estimated Remedial Cost		$20,005,000
Total Estimated Project Cost		$32,564,262

STATUS (1 JAN 2000)	PERCENT COMPLETE	PHYSICAL COMPLETION SCHEDULE
Original Project	100	May 1981
Remedial Work	0	Being determined.

PHYSICAL DATA	
Concrete Channel Lining	7,000 ft.

SUMMARIZED FINANCIAL DATA (Continued)

		ACCUM PCT OF EST FED COST
Allocations to 30 September 2000	$13,308,000 1/	
Conference Allowance for FY 2001	239,000	
Allocation for FY 2001	201,000 2/	
Allocations through FY 2001	13,509,000	50
Allocation Requested for FY 2002	400,000	51
Programmed Balance to Complete after FY 2002	13,380,000	
Unprogrammed Balance to Complete after FY 2002	0	

1/ Reflects $12,285,000 allocated to original project.
2/ Reflects $38,000 reduction assigned as savings and slippage.

JUSTIFICATION: The Iao Stream Flood Control Project was designed to protect the town of Wailuku from destructive floods by channelizing the high velocity floodwaters into the Pacific Ocean. The project was designed for a standard project flood protection with a peak design discharge of 27,500 cfs. The completed project consists of a debris basin located 2.5 miles upstream from the stream mouth, channel improvements extending 3,500 feet downstream from the debris basin, levees along the right bank and floodplain management along the left bank for 6,950 feet of natural stream, and stream realignment with channel improvements for a reach of 1,730 feet which extends to the downstream limit of the project located near the shoreline. Storms occurring in March 1990 which approximated the 10-year flood event (6,000 cfs), caused extensive erosion to the toes of the levee system. Under existing damaged conditions, the occurrence of the design discharge will result in failure of the levee system and extensive flooding. To correct this problem and to eliminate levee failure, protective works are required to prevent damages to adjacent floodplain property and to preserve the integrity of the existing structures. The proposed measure in the Modification to Completed Project Report dated 28 March 1995 consists of replacement of the leveed reaches of the project with a 7,000 ft. concrete channel. In addition, during preparation of the Project Design Memorandum (PDM), a deficiency in the design of the original drop structure was identified which could result in overtopping of a floodwall, flooding of the highly populated right bank floodplain, and damage to the existing drop structure. Physical modeling of the existing drop structure is underway. New alternative recommendations by a Value Engineering Study Team and the Corps Committee on Channel Stabilization are also being evaluated in the PDM to address environmental concerns. Annual benefits for flood damage reduction are $1,450,000.

FISCAL YEAR 2001: The requested amount of $400,000 will be used for Engineering and Design.

NON-FEDERAL COSTS: In accordance with the cost sharing and financing concepts reflected by Section 103 in the Water Resources Development Act of 1986, the non-Federal sponsor must comply with the requirements listed below:

	Payments During Construction And Reimbursements	Annual Operation Maintenance Repair, Rehabilitation and Replacement Costs
Requirements of Local Cooperation		
Provide lands, easements, rights-of-way, and disposal areas.	$623,000	
Pay 25 percent of the costs allocated to flood control to bring the total non-Federal share of flood control costs to 25 percent and bear all costs of operation, maintenance, and replacement of flood control facilities.	4,378,000	$10,000
Total Non-Federal Costs	$5,001,000	$10,000

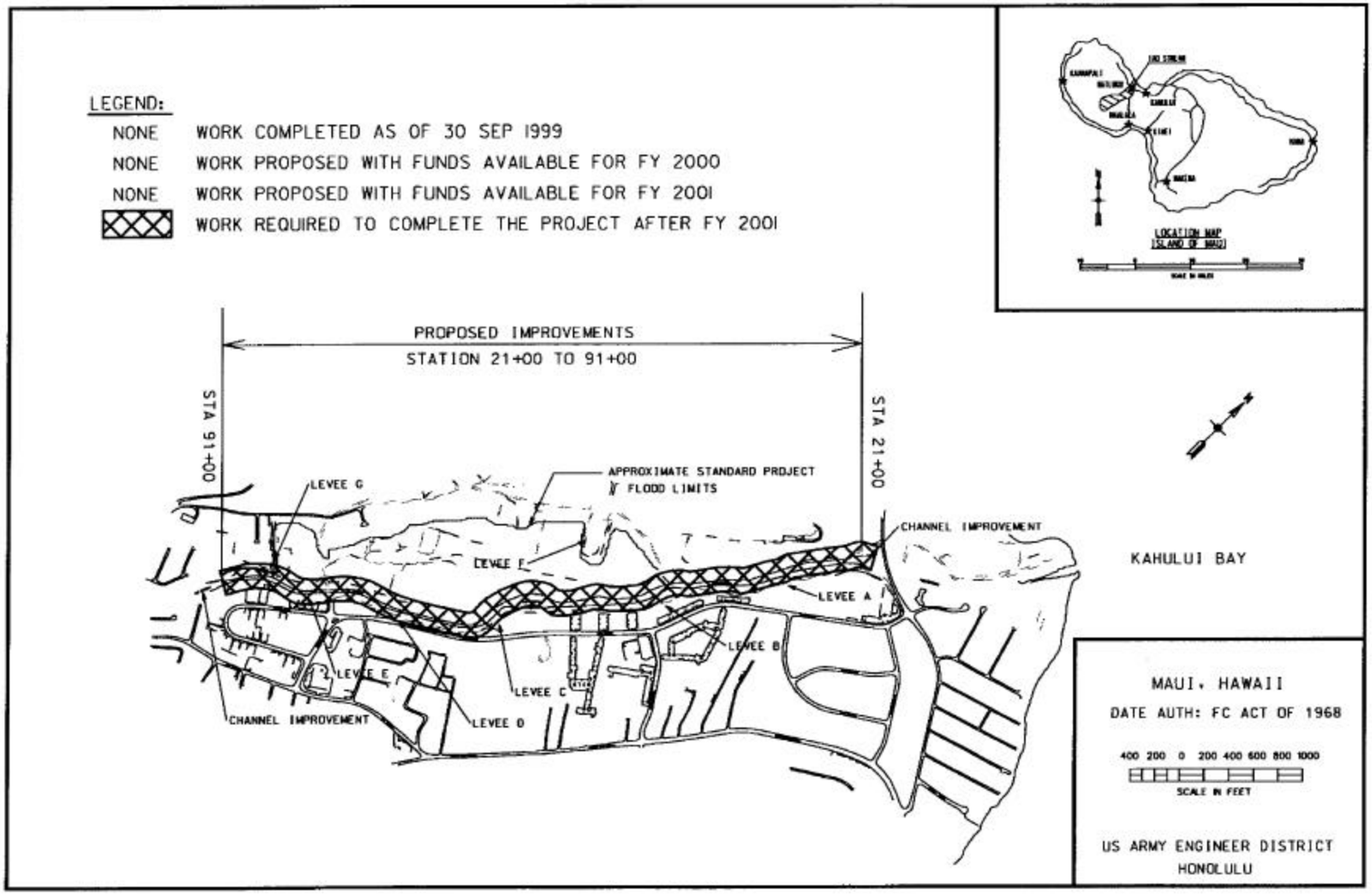
The non-Federal sponsor has also agreed to make all required payments concurrently with project construction.

STATUS OF LOCAL COOPERATION: The existing operating project was completed in May 1981 and has been properly maintained by the County of Maui, the local sponsor. The local sponsor supports the project and is willing and capable of furnishing the local cooperation requirements based on a letter dated 14 March 1995 from the Mayor of Maui County.

COMPARISON OF FEDERAL COST ESTIMATES: The current Federal (Corps of Engineers) cost estimate for deficiency correction of $15,004,000 is an increase of $197,000 from the latest estimate ($14,807,000) presented to Congress (FY 2000). This increase is attributed to estimating adjustments to engineering and design costs.

STATUS OF ENVIRONMENTAL IMPACT STATEMENT: The final EIS for the original project was filed with the Council on Environmental Quality in September 1975. An environmental assessment is expected to be sufficient for the various plans of improvement.

OTHER INFORMATION: A Modification to Completed Project Report was approved by HQUSACE on 8 December 1995.


LEGEND:
NONE WORK COMPLETED AS OF 30 SEP 1999
NONE WORK PROPOSED WITH FUNDS AVAILABLE FOR FY 2000
NONE WORK PROPOSED WITH FUNDS AVAILABLE FOR FY 2001
WORK REQUIRED TO COMPLETE THE PROJECT AFTER FY 2001
LOCATION MAP
ISLAND OF MAUI
PROPOSED IMPROVEMENTS
STATION 21+00 TO 91+00
STA 91+00
STA 21+00
APPROXIMATE STANDARD PROJECT FLOOD LIMITS
LEVEE G
LEVEE F
LEVEE A
LEVEE B
LEVEE E
LEVEE C
LEVEE D
CHANNEL IMPROVEMENT
CHANNEL IMPROVEMENT
KAHULUI BAY
MAUI, HAWAII
DATE AUTH: FC ACT OF 1968
400 200 0 200 400 600 800 1000
SCALE IN FEET
US ARMY ENGINEER DISTRICT
HONOLULU

PACIFIC OCEAN DIVISION
JUSTIFICATION OF ESTIMATE

APPROPRIATION TITLE: Operation and maintenance, General, FY 2002

STATE Project Name	OBLIGATIONS Estimated FY 2001 ($)	OBLIGATIONS Estimated FY 2002 ($)	REASON FOR CHANGE AND MAJOR MAINTENANCE ITEMS
	Total (Operations) (Maintenance)	Total (Operations) (Maintenance)	1. Reasons for change in Operations from FY 2001 to FY 2002 (10% +/-) 2. Major Maintenance Items Budgeted in FY 2002 (Threshold $500,000)
1. NAVIGATION			
a. Channels and Harbors. The PROGRAM REQUEST OF $7,104,000 provides for operations and maintenance of channels and harbor projects. Annual requirements are for opertion and maintenance of project facilities; and labor, supplies and materials. For the State of Alaska, it also provides for annual maintenance dredging of 5 harbors and periodic maintenance of 1 harbor and 1 channel.			
Alaska			
Anchorage Harbor	1,773,179	1,788,000	
	(0)	(0)	1. None
	(1,773,179)	(1,788,000)	2. Annual dredging of the Port of Anchorage
Bar Pt. Harbor (Ketchikan)	0	160,000	
	(0)	(0)	1. None
	(0)	(160,000)	2. None
Bethel Small Boat Harbor	0	416,000	
	(0)	(0)	1. None
	(0)	(416,000)	2. None
Cook Inlet Shoals	0	2,200,000	
	(0)	(0)	1. None
	(0)	(2,200,000)	2. Periodic dredging by Corps' medium hopper dredge

PACIFIC OCEAN DIVISION
JUSTIFICATION OF ESTIMATE

APPROPRIATION TITLE: Operation and maintenance, General, FY 2002

STATE Project Name	OBLIGATIONS Estimated FY 2001 ($)	OBLIGATIONS Estimated FY 2002 ($)	REASON FOR CHANGE AND MAJOR MAINTENANCE ITEMS
	Total (Operations) (Maintenance)	Total (Operations) (Maintenance)	1. Reasons for change in Operations from FY 2001 to FY 2002 (10% +/-) 2. Major Maintenance Items Budgeted in FY 2002 (Threshold $500,000)
1. NAVIGATION (Cont.)			
Dillingham Small Boat Harbor	751,090	384,000	
	(0)	(0)	1. None
	(751,090)	(384,000)	2. FY01 E&D for new Confined Disposal Facility (CDF)
Homer Harbor	184,000	181,000	
	(0)	(0)	1. None
	(184,000)	(181,000)	2. None
Ninilchik Harbor	190,589	173,000	
	(0)	(0)	1. None
	(190,589)	(173,000)	2. None
Nome Harbor	298,170	1,458,000	
	(0)	(0)	1. None
	(298,170)	(1,458,000)	2. Repair sheetpile in addition to annual dredging
Petersburg Harbor	69,153	0	
	(0)	(0)	1. None
	(69,153)	(0)	2. None
Wrangell Narrows	3,509,747	0	
	(0)	(0)	1. None
	(3,509,747)	(0)	2. Periodic dredging in FY01

PACIFIC OCEAN DIVISION
JUSTIFICATION OF ESTIMATE

APPROPRIATION TITLE: Operation and maintenance, General, FY 2002

STATE Project Name	OBLIGATIONS Estimated FY 2001 ($)	Estimated FY 2002 ($)	REASON FOR CHANGE AND MAJOR MAINTENANCE ITEMS
	Total (Operations) (Maintenance)	Total (Operations) (Maintenance)	1. Reasons for change in Operations from FY 2001 to FY 2002 (10% +/-) 2. Major Maintenance Items Budgeted in FY 2002 (Threshold $500,000)
1. NAVIGATION (Cont.)			
HAWAII			
Barbers Point Harbor	148,000	344,000	
	(148,000)	(124,000)	1. Leases operational maintenance contracts due to facility upgrade
	(0)	(220,000)	2. Upgrade displays and infrastructure
Kahului Harbor	1,251,000	0	
	(0)	(0)	1. None
	(1,251,000)	(0)	2. Complete breakwater/revetment repair
TOTAL - NAVIGATION	6,903,528	7,104,000	
	(148,000)	(124,000)	
	(6,755,528)	(6,980,000)	

PACIFIC OCEAN DIVISION
JUSTIFICATION OF ESTIMATE

APPROPRIATION TITLE: Operation and maintenance, General, FY 2002

STATE Project Name	OBLIGATIONS Estimated FY 2001 ($)	Estimated FY 2002 ($)	REASON FOR CHANGE AND MAJOR MAINTENANCE ITEMS
	Total (Operations) (Maintenance)	Total (Operations) (Maintenance)	1. Reasons for change in Operations from FY 2001 to FY 2002 (10% +/-) 2. Major Maintenance Items Budgeted in FY 2002 (Threshold $500,000)

2. FLOOD CONTROL

a. Reservoirs:

The program request of $1,659,000 provides for the operation and maintenance of one flood control reservoir in Alaska. Annual requirements are for operation and ordinary maintenance of project facilities; labor, supplies, materials, and parts requireded for daily functions; and periodic maintenance, repairs, and replacements.

State/Project Name	Estimated Obligations ($) FY2001 TOTAL	 FY2002 TOTAL	Reason for Change
ALASKA			
Chena River Lakes	1,443,067 (1,112,067) (331,000)	1,659,000 (1,311,000) (348,000)	 1. 2. None
TOTAL - Reservoirs	1,602,067 (1,271,067) (331,000)	1,659,000 (1,433,000) (348,000)	

PACIFIC OCEAN DIVISION
JUSTIFICATION OF ESTIMATE

APPROPRIATION TITLE: Operation and maintenance, General, FY 2002

STATE Project Name	OBLIGATIONS Estimated FY 2001 ($)	Estimated FY 2002 ($)	REASON FOR CHANGE AND MAJOR MAINTENANCE ITEMS
	Total (Operations)	Total (Operations)	1. Reasons for change in Operations from FY 2001 to FY 2002 (10% +/-)
	(Maintenance)	(Maintenance)	2. Major Maintenance Items Budgeted in FY 2002 (Threshold $500,000)

b. Channel Improvements, Inspection and Miscellaneous. The program request of $157,000 provides for salaries and the annual inspection of flood control projects, shore protection projects and navigation breakwaters.

State/Project Name	Estimated Obligations ($) FY2001 TOTAL	FY2002 TOTAL	Reason for Change
ALASKA			
Inspection of Completed Works	34,925	35,000	
	(34,925)	(35,000)	1. None
	(0)	(0)	2. None
HAWAII			
Inspection of Completed works	159,000	122,000	
	(159,000)	(122,000)	1. Lower labor cost
	(0)	(0)	2. None
Total Channel Improvements	193,925	157,000	
Inspection and Misc.	(193,925)	(157,000)	
	(0)	(0)	
TOTAL - FLOOD CONTROL	1,636,992	1,816,000	
	(1,305,992)	(1,468,000)	
	(331,000)	(348,000)	

3. MULTIPLE PURPOSE POWER PROJECTS: None

PACIFIC OCEAN DIVISION
JUSTIFICATION OF ESTIMATE

APPROPRIATION TITLE: Operation and maintenance, General, FY 2002

STATE Project Name	OBLIGATIONS Estimated FY 2001 ($)	Estimated FY 2002 ($)	REASON FOR CHANGE AND MAJOR MAINTENANCE ITEMS
	Total (Operations) (Maintenance)	Total (Operations) (Maintenance)	1. Reasons for change in Operations from FY 2001 to FY 2002 (10% +/-) 2. Major Maintenance Items Budgeted in FY 2002 (Threshold $500,000)

4. PROTECTION OF NAVIGATION

a. Inspection of Completed Works. The program request of $1,035,000 provides for conducting project condition surveys of harbors where maintenance is not scheduled in the budget year and also to conduct an ocean disposal site study to assess the environmental impact of dredged material disposal.

State/Project Name	Estimated Obligations ($) FY2001 TOTAL	 FY2002 TOTAL	Reason for Change
ALASKA			
Project Condition Surveys	510,899	527,000	
	(510,899)	(527,000)	1. None
	(0)	(0)	2. None
HAWAII			
Project Condition Surveys	681,000	508,000	
	(681,000)	(508,000)	1. Completion of dredge study
	(0)	(0)	2. None
TOTAL - PROTECTION OF NAVIGATION	1,191,899	1,035,000	
	(1,191,899)	(1,035,000)	
	(0)	(0)	
GRAND TOTAL - PACIFIC OCEAN DIVISION			
	9,372,419	9,955,000	
	(2,645,891)	(2,627,000)	
	(7,086,528)	(7,328,000)	